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RAIL CLASSICS

RAIL CLASSICS

VOLUME 3, NO. 2 MAY 1974 PDC $1.50

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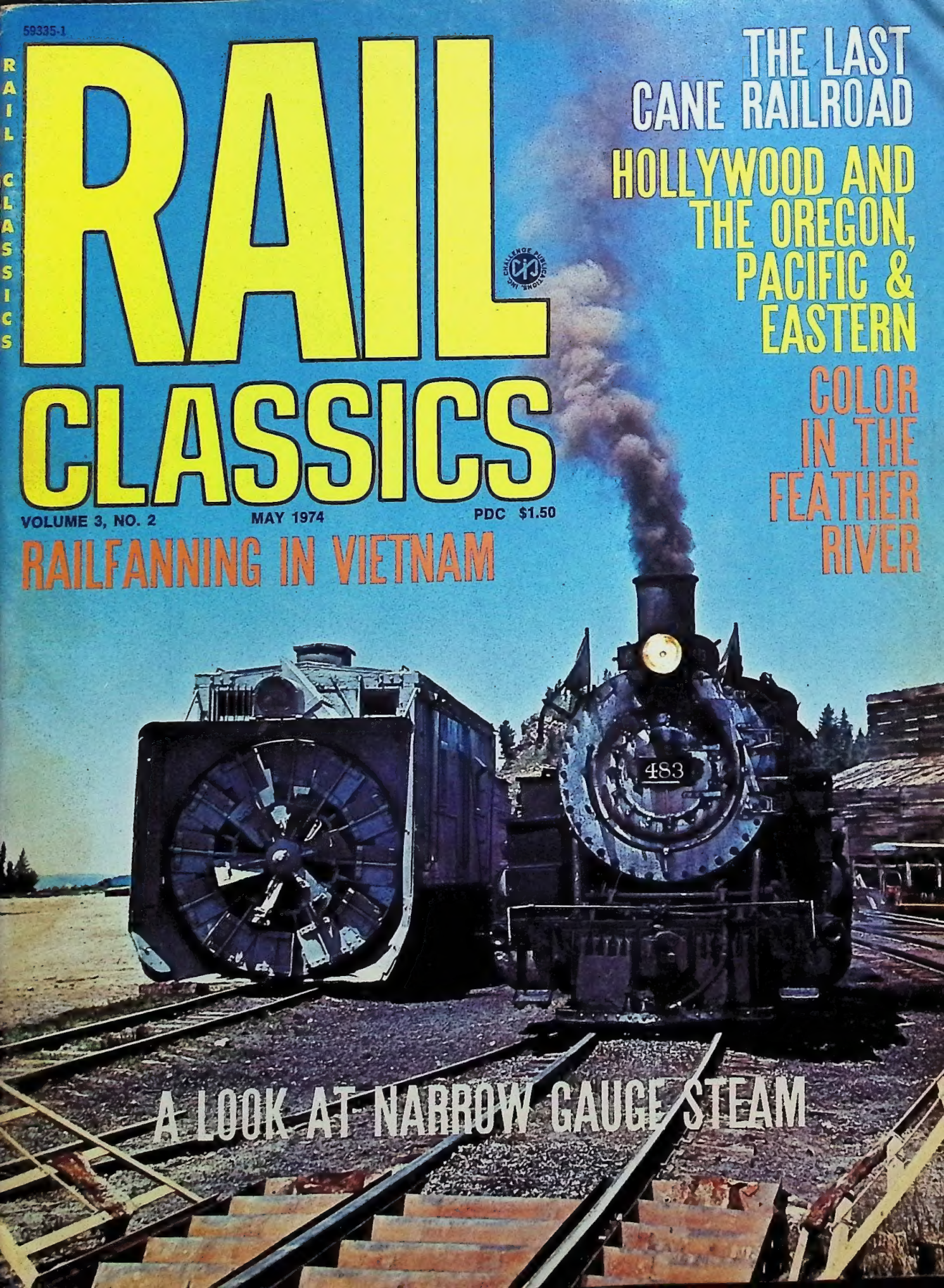

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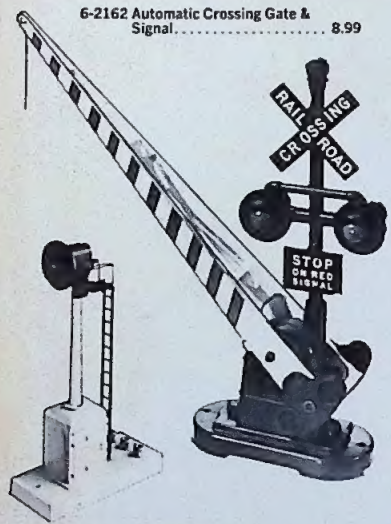

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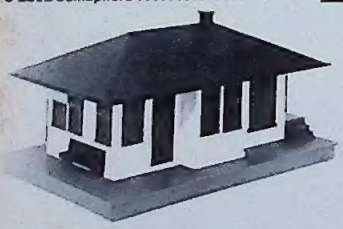

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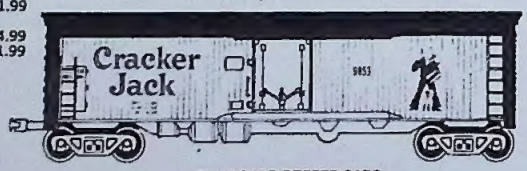

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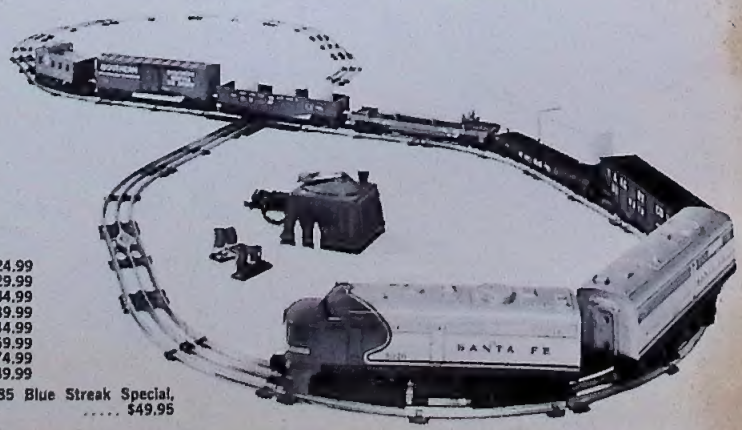

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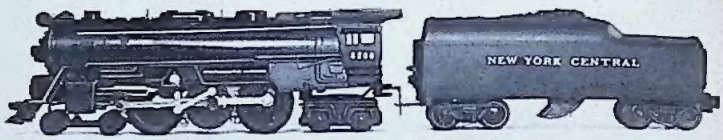

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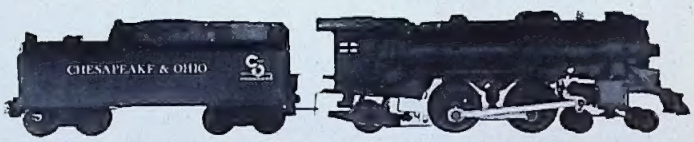

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RAIL CLASSICS

FEATURES

Now Where the Hell Are We? ..... Megan Marshack 8

Last of the Cane Haulers ..... Louis Saillard 18
Time catches up with cane railroading in Louisiana

Feather River Railroading ..... Donald Sims 28
Mountain railroading a la Western Pacific

64 Miles of Narrow Gauge . RC Staff 38
A visit to the Cumbres & Toltec Scenic Railway

Amtrak—Is the Future Now? .... Gordon Lloyd Jr. 48
A close look at the new French Turbo

Hollywood Hits the Rails ..... Rick Hacker 54
Meet the Emperor in a good railroad flick

Steam in Oregon ..... Henry W. Brueckman 58
The OP&E is famous for lots of things besides movies

Sagebrush, Cotton and Gravel ..... Gary G. Allen 66
A little shortline does its thing in the wide open spaces

Morning Train from DaNang ..... Ernest H. Robl 68
The Vietnamese keep the trains rolling . . . somehow

DEPARTMENTS

Rail Mail 4
Copy 19 7
Collector's Notebook 10
Photo Gallery 12
Books 78

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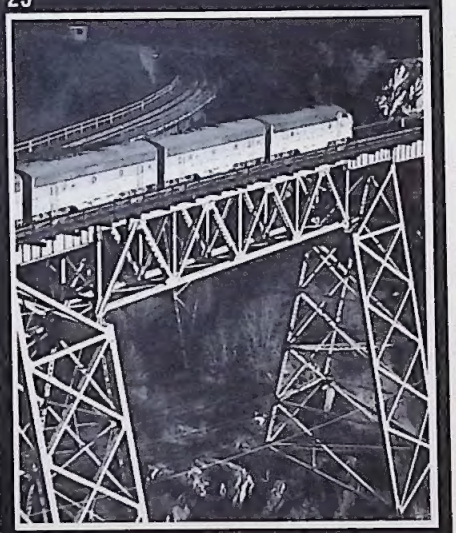

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RAIL MAIL

SSLV

The San Luis Valley Southern article in the February '74 issue was exceptional in my book. On my way to Durango in August of 1968, I stopped to take photos at Blanca of this little line that has intrigued me since my first encounter in the pages of MIXED TRAIN DAILY. You said it all and I can say that future articles about these quaint railroads are being eagerly anticipated.

Buck Dean
Shawnee Mission, Kan.

The Southern San Luis Valley engine that was bought for the Colorado Railroad Museum collection was the 106; it is now relettered with its original number, D&RG 583. The remaining hulk is the 105, ex-D&RGW 688, ex-D&RG 596. (Look carefully at the photo on page 62.)

The Georgetown Loop project has been (exclusively) a long-term project planned by the State Historical Society of Colorado, under the direction of Bill Marshall, Director of the Society, primarily as a mining history restoration. Ed Gerlits, who has worked for the SHS for several years, was sent up there when the project had progressed far enough to require a resident agent on the site. The SHS has never intended running trains on the Loop themselves, although they are building the line and it will be an SHS property when completed. Rather, they preferred to have actual operations handled by a concessionaire, and Lindsey Ashby has been selected for this—logical, since Lindsey already has a nearby operation at Central City and can supply his own motive power. All responsibility for restoration of this line goes to Bill Marshall and the State Historical Society, and to two-time President of the Society, Stephen Hart. Above all, the Colorado Railroad Museum has **never** been involved in this in any way, and we have **never** had any interest in or advocated reconstruction of the line.

Cornelius W. Hauck
Cincinnati, Ohio

In Good Hands

"Happy Birthday Delaware and Hudson, You're 150 Years Young" was worth a year's subscription price. The photographs and the text are superb. I was there! My wife and I were as delighted as you were and we are so pleased that you captured the feeling we experienced on April 28 and 29 from Colonie to Montreal and return.

D. & H. President Bruce Sterzing and associates are worthy of your acclaim. Their careful planning and concern were evident repeatedly. The High Iron staff in charge were most courteous and helpful as always. We had a demonstration which indicated that D. & H. is in good hands.

John H. Keller
Lima, Ohio

Tehachapi

That was a beautiful article on Tehachapi in the February 1973 *Rail Classics*. I was brought up in Bakersfield and have spent a lot of years train-watching at Tehachapi and this is the best and most comprehensive article on the subject I have yet seen.

Mr. Sims did an excellent job of presenting a very complicated bit of railroading. The photos alone were worth the price of the entire issue and they show that hill as it is. Kudos and all that.

However, may I point out a couple of diesel spotting notes to whomever did the captions for the story? I will anyway.

The lead engine in the photo on the bottom of page 21 is a GE C-truck U-boat and is identified as a U-28C seen only in southern California. Well, U-28C's according to the 1972 SP Motive Power Annual are assigned almost exclusively to steel trains from Kaiser's Eagle Mountain operation. They would never see Tehachapi. And the number on the engine in the photo is 7904, part of the 37 U-30C's in SP's 7900 class. One would expect to see the U-30's on the hill because they were bought for and permanently assigned to the Bakersfield-Tehachapi freight pool.

Another note concerns the SD-39's shown in the top photo on pages 30-31. The caption says that SP has very few of them. They have 26 and only 54 were built which means that no one has many. Santa Fe has 20.

If I seem picky, it is only because I appreciate the modern practical approach you have taken in *Rail Classics*. Your magazine, more than any in the business, realizes that steam is gone and many modern fans are interested in diesels as a fact of life. Keep up your good work and just try to remember that us diesel fans are as nuts as those steam guys.

Bill Barmore
Redondo Beach, Calif.

FANTRIPS — and other fun happenings

Notices will be run free of charge but must be received 90 days prior to event.

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In South Vietnam, the children cry out. Can you close your ears and pass by on the other side?

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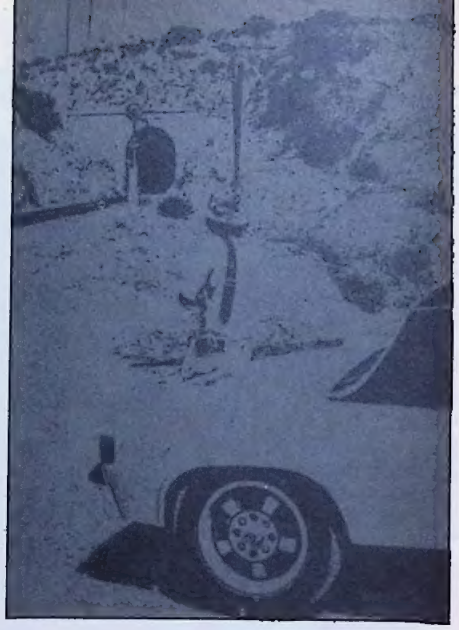
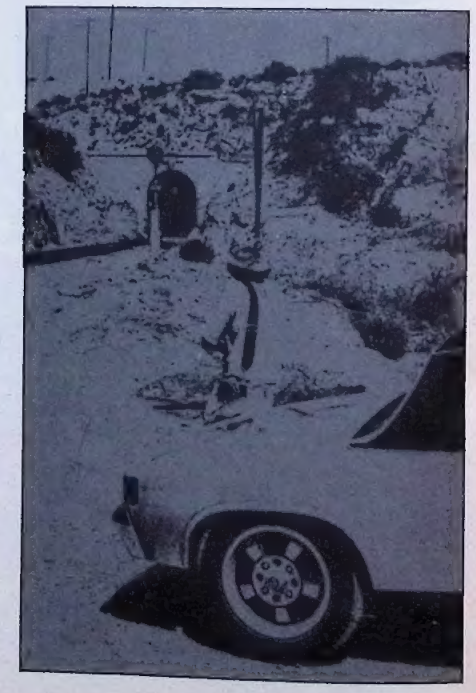




PATIENCE

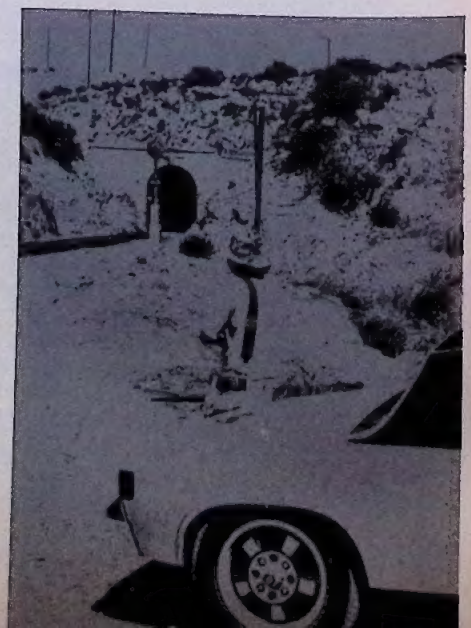
A simple word with a multitude of meanings.

We needed a particular shot of a particular train for an upcoming story, so one morning, bright and early, part of the staff left the office for a nearby mainline.

The train was due at 8.16 a.m. It was late. We called the dispatcher. The train in question was waiting for a connection from the east, no new departure time as yet. So we waited.

It arrived at 1 p.m., and we got our shot. Our readers demand our best, so we waited, extremely patient.

All of this means that you will find the type of stories you want in the pages of every issue of RAIL CLASSICS. Why not send your subscription in today.



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COPY 19

by David Lustig

As the weather turns cool, the United States has picked up a new phrase that will probably become a houseword: energy crisis. Yet for Amtrak, the energy crisis might be a blessing in disguise.

With airlines cutting back domestic flights by as much as 30%, travelers are being forced to find other means of transportation, and under that listing is found Amtrak.

Congress, which usually considers Amtrak a sort of fifth wheel, is seriously re-evaluating the transportation role of this quasi-government organization, advancing funds that under the energy crisis couldn't be pried loose with dynamite. There's even talk of building separate high-speed passenger lines, something on the order of the Japanese Bullet trains.

Thankfully, the boys at Amtrak are using their heads and not letting their new found importance get out of hand. Example: despite increasing passenger loads forcing Amtrak to scrounge for useable equipment, they have wisely decided against using cars considered substandard. A lot of the new passengers are first-timers to rail transportation and Amtrak doesn't want to leave a bad taste.

More diesels are on order also, and when the last are delivered, Amtrak will own 150 SDP40F's, as well as having an E-unit fleet that is being upgraded to like-new standards.

What will be the final results of our story? Will travelers taking the train not because they want to but have to, rediscover the fun of taking a train trip and stay, even after the energy crisis? Or will Amtrak return to its former orphan status once JP-4 becomes cheap and abundant again? To use a cliche, only time will tell. Time and the willingness of Amtrak to show the transportation world that travel doesn't have to be precooked tray meals at 39,000 feet and six across seating.

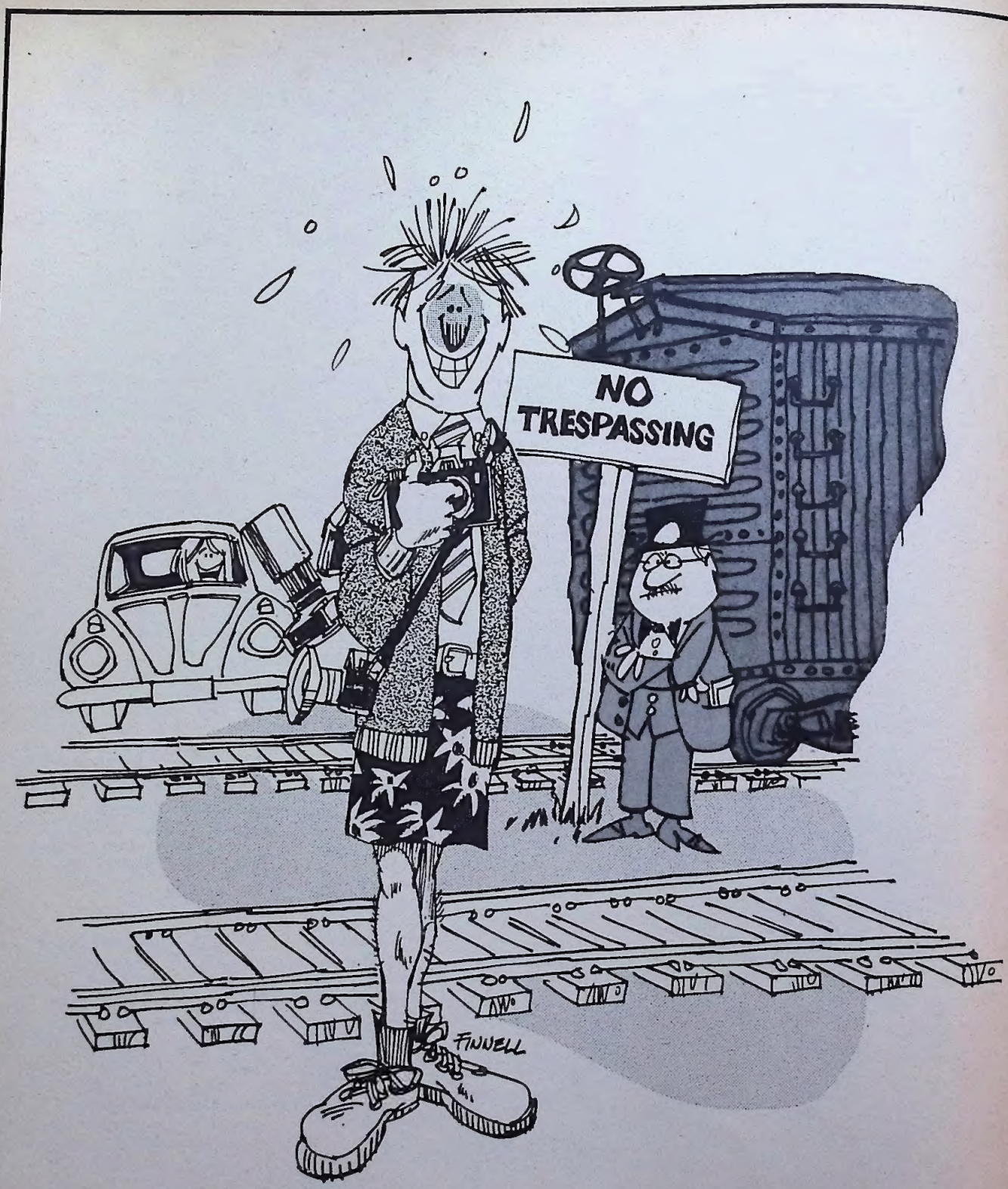
* * *

Trainmaster fans take heart. Southern Pacific has recently put two deadlined Trainmasters through its Sacramento shops for a complete overhaul before returning them to San Francisco commuter service. According to informed sources, until the change of decision, neither was expected to run again. It looks like opposed-piston power will be working the Bay Area for a while yet.

* * *

While FM's seem to linger on, many Alco's are taking gas. Rumors have Union Pacific's Century 630's either up for sale or trade-in candidates, Santa Fe alligators are being deadlined when heavy repairs come up, Cotton Belt traded-in all ten of their alligators and good Alco customer NdeM is bypassing hardly used Alcos for General Electric U-boats.

Biggest complaints by operating crews included hard riding, overheating and difficult to maintain.


NO
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FINNELL

NOW, WHERE THE HELL ARE WE?

By Megan Marshack

Barely slowing to salute the station's presence, the diesels glow in the orange flavored, waning sunlight as the Coast Starlight passenger train and Ventura, California, facility are captured on film by two inveterate railfans.

They are a peculiar breed—these people of the rails. They accept inordinant ribbing, "I gave up my train set when I was ten, what happened to you?," railroad policemen, and other acts of God to get THE perfect shot of an SD45. They brave the chemical wastes of Trona, California, for super rare Baldwin center-cab engines (even now extinct); precarious footholds on Soldier Summit, and in Cajon Pass; and always the yards are in areas of towns that you would rather not be in late at night.

Railfans wander about on beautiful weekends just like normal people. But press them for details about Santa Barbara or San Francisco and most will only vaguely remember the roadside stand at which they grabbed the greasy hamburger while chasing a train.

Railfans are born rather than made, and they inevitably discover each other in school classrooms, at work, or in the train yards (often they are spotted by their doodles—long lists of engine numbers). When they do join, they immmediately go into a trivial conference: "What the hell is Sp 7910 (for example) doing out of Dallas?"

The uninformed, uninitiated companion usually stands around during these conferences, smiling blankly and gazing with an interested air at an Erie-Lackawanna box car.

Perhaps at this juncture I should explain my feelings. I am not a railfan BUT I am engaged to one and by all the rights of civilization and that, I enjoy his company, we bounce along in his Volkswagen bug going to, chasing, or coming from a photo session with the Southern Pacific. In other words, I accompany him when he goes shooting.

However, it is a different hobby and it can be very exciting. When we went on our second date, trying to impress him with my sophistication, I informed him that there was NO PLACE in Los Angeles that I had not seen. Sure. Smiling sardonically, he packed up the cameras and drove down the Golden State Freeway to SP's Taylor Yard—my jaw dropped a good four inches and he won the bet, somewhat less gracefully than I would have, of course; he laughed for at least half an hour.

Such was my initiation to train watching. While other young lovers rendevous at drive-ins or the beach pier, we went to such romantic trysting spots as the Santa Fe and Union Pacific facilities.

Railfans will shoot with anything from a Brownie Starmite to a Nikon F2 to a Graflex and everything inbetween. The object of the game is to get a photograph of a particular train in a particular setting, with particular scenery, either by yourself or trading negatives with other fanatics.

An example of dogged fan determination can be found when we got to Oxnard and can't shoot an engine of the Ventura County Railroad. It's usually obscured by celery crates or something. At any rate, he finally got it, after visiting the lonely little engine at least ten times. Railfans, however, learn to expect these minor setbacks.

Setbacks also include those killjoy fans who attempt to relieve the railroad companies of odds and ends to supplement their photos, a favorite item being locomotive builder's plates. This is why, unfortunately, many yards have large signs which clearly state no trespassing or photographing and have funny men in white hats and white cars to enforce this edict.

However, there are still quite a few places in the great outdoors where the railfan can shoot unhindered and may even get a friendly whistle from the engineer.

If one is an Espee fan, my fiance is, then one of the outstanding places to shoot in southern California is Soledad Canyon. One can chase an Espee train from about Newhall through hills and over bridges until, say Lancaster, driving along the old highway route, not the new super freeway. On April 30, 1971, for the final run of the San Joaquin Daylight before Amtrak became effective and eliminated it, we were up at 4 in the morning (an ungodly hour) to dash up to the Canyon and shoot, shoot, shoot. I even got to school in time for my first class.

There are advantages to the railfan's passenger. The hills and deserts are lovely in all season and a relaxing change just to look out the window and let your mind wander . . . about GP-9's if nothing else.

And my fiance and I have worked out an equitable agreement where, after a hard day of searching out trains that are supposed to be there but aren't, we go to one of the area's (whichever area) nicer restaurants for a really good dinner and browse through jewelry stores (hint, hint?).

True, there are some areas where this might not be practical but to go a little out of your way, railfans, will earn you lots more tolerance for your hobby. One more idea. Let your girlfriend assist you in shooting the Super Chief or Broadway for two good reasons: first, it makes her feel useful and terribly clever when she squeezes the shutter without moving the camera, and second, she will usually allow you to go on at much greater length about the system when she doesn't feel like just ballast for those twisty curves. Any compromise between you and her will make both your lives a little more enriched.

Analysing the railfan personality, or mania, one can detect a big helping of nostalgia, a desire to have a different hobby, and enjoyment of shooting an object stationary or moving, ¾ or full, sun or shade, in other words, the challenge of it all.

The rewards of knowing a railfan and of being aware of the hobby are manifold. Not only are your friends impressed when you can identify the engine crossing at the light, and your professors amazed when you drop information about the Pacific Electric's effect on the growth of Los Angeles, but you can enjoy beautiful scenery, interesting conversation, and maybe even a good dinner when you've taken up with one of the two people walking back to their car from the deserted Ventura station and the fast disappearing observation in the orange flavored sunlight.

Railroad Advertising

By Al Langley

Advertising, indeed, is much a part of the American free enterprise success story and no less a part of the railroad story. Basically railroad ad men directed their material at three different fronts. Of course, there is (or was) the passenger train promotion and with some overlapping, advertising for the freight trade but of a more subtle nature in recent years the so called "public opinion" ad has emerged to win friends back to the rails.

Many of the old ad masters were shrewd, using antics reminiscent of P. T. Barnum. Take for instance the record setting ride of "Death Valley Scotty" wherein the wealthy Scotty paid for the ride and the Santa Fe picked up the coast to coast publicity. Most lines developed their promotions around a standard theme in order to secure greater notoriety. The Western Pacific's "Ride Like A Feather" or the Pennsy's "Standard Railroad Of The World" phrases for example, along with the ever changing Great Northern "Goat" or the C&O kittens, "Chessie" and her old man, "Peake." But the means of standard railroad advertising are really the story for the collector.

One of the most popular railroad promotion means is the calendar. These of course prove most useful in depot, yard offices and the like both on and off line as well as serving as a Christmas greeting for customers and shippers. They come in all shapes and descriptions from the common paper wall models with maps or photos to elaborate large, color tintype wall models issued by the Missouri Pacific to promote its "Eagle" flyers. The Reading was renowned for its bronze perpetual desk model of a T-1 steamer and until its recent demise, furnished customers refill pads annually.

No doubt the calendar promotion art reached its pinnacle with those of the highly competitive Pennsylvania and New York Central Lines in days of steam. Indeed, it boiled down to individual competition between artists. The Central's William H. Foster rendition of "As The Centuries Pass In The Night" for the 1924 calendar or Walter L. Greene's 1928 "Thoroughbreds" or his 1931 "Morning On The Mohawk" were steam classics. Arch rival Pennsy retaliated with artist Grif Teller's 1928 "When The Broadway

NYC's "Mercury" six-page folder.

A classic beauty, the railroad calendar.

An 1898 vintage travel folder.

NOTEBOOK

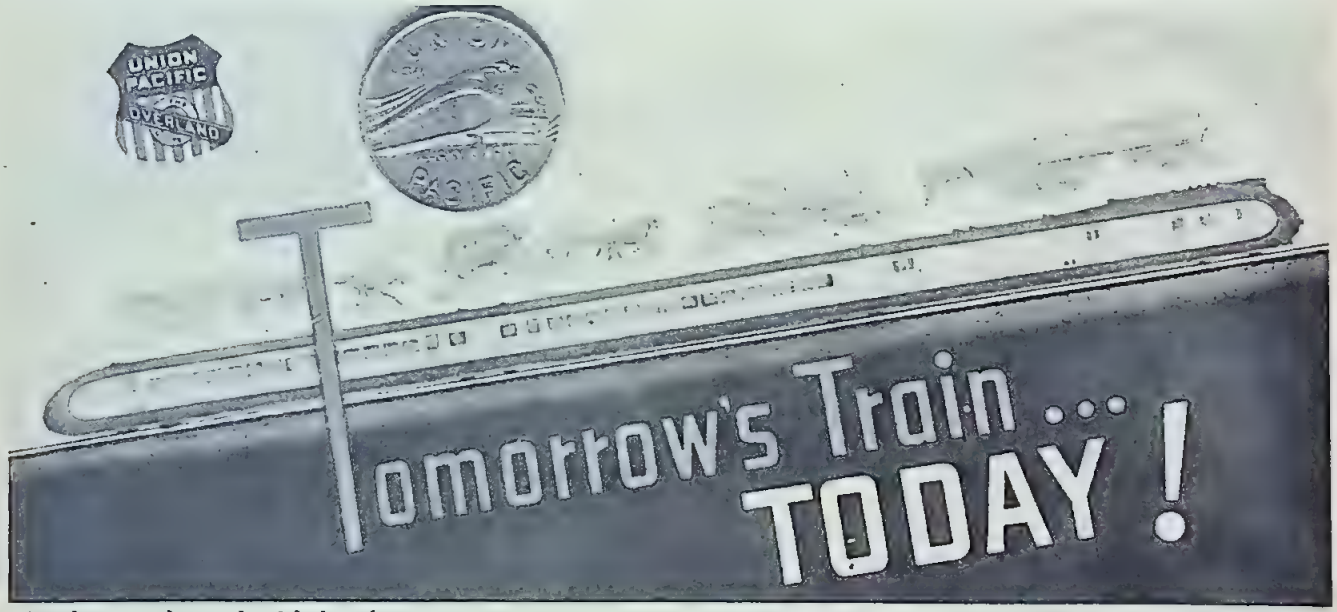
Meets The Dawn," followed by "On Time" in 1932, "Horseshoe Curve" in 1935 and Dean Cornwell's "Serving The Nation," depicting Uncle Sam rolling up his sleeves in a railroad atmosphere in 1943. All very dramatic and valuable editions for any collection.

Of course, the standard timetable also was an effective mode of advertising, and to supplement this, many roads issued brochures of similar size that could easily find their way to eager customers. United States rail maps along with various on-line points of interest dominated the contents of many of these as did various tour packages. In early days, many western lines sought the emigrant and settler trade through ornate folders and promises of land and fortune. In a day when color printing was virtually unknown, such full color intricate designs as those produced by the Union Pacific and other lines were unprecedented.

With the coming of the new distallate engines and streamliners of the 1930's, a new rash of brochures began to roll from railroad public relations offices. Many of these flyers of early dieseldom carried full interior diagrams of such classics as the "City Of Salina" and "Pioneer Zephyr." Further, some lines issued special commemorative "coins" made of the new lightweight materials in their promotions. No doubt they little realized that many would long be retained by railfans.

Another interesting promotional mode, particularly of the streamliner era, was the playing card. These were of course available from the dining or club car steward at a modest cost (many lines even advertised playing cards in their timetables) and always carried an ad message back home to the Wednesday night bridge game. Many name trains, such as the "California Zephyr," even had special decks designed for souvenirs with beautiful renditions of the on-line scenery. Another shrewd promotion gimmick—sell the cards and your ad goes along too! Shades of P. T. Barnum indeed.

As mentioned previously, it would be all but impossible to list every collectible item associated with rail advertising. Such items as ashtrays, matches, pocket knives, wallets, key rings and even full length wall mirrors with beautiful etched rail scenes all are classics for the collector. It should also be remembered that unlike most items of interest to the railroad collector, many of these are still being issued. So put your name on this year's office calendar from B.N., Santa Fe or the new S.C.L.-L.&N.-Ga.-Clinchfield "Family Lines" and collect on your claim come next January. Happy Railroading!

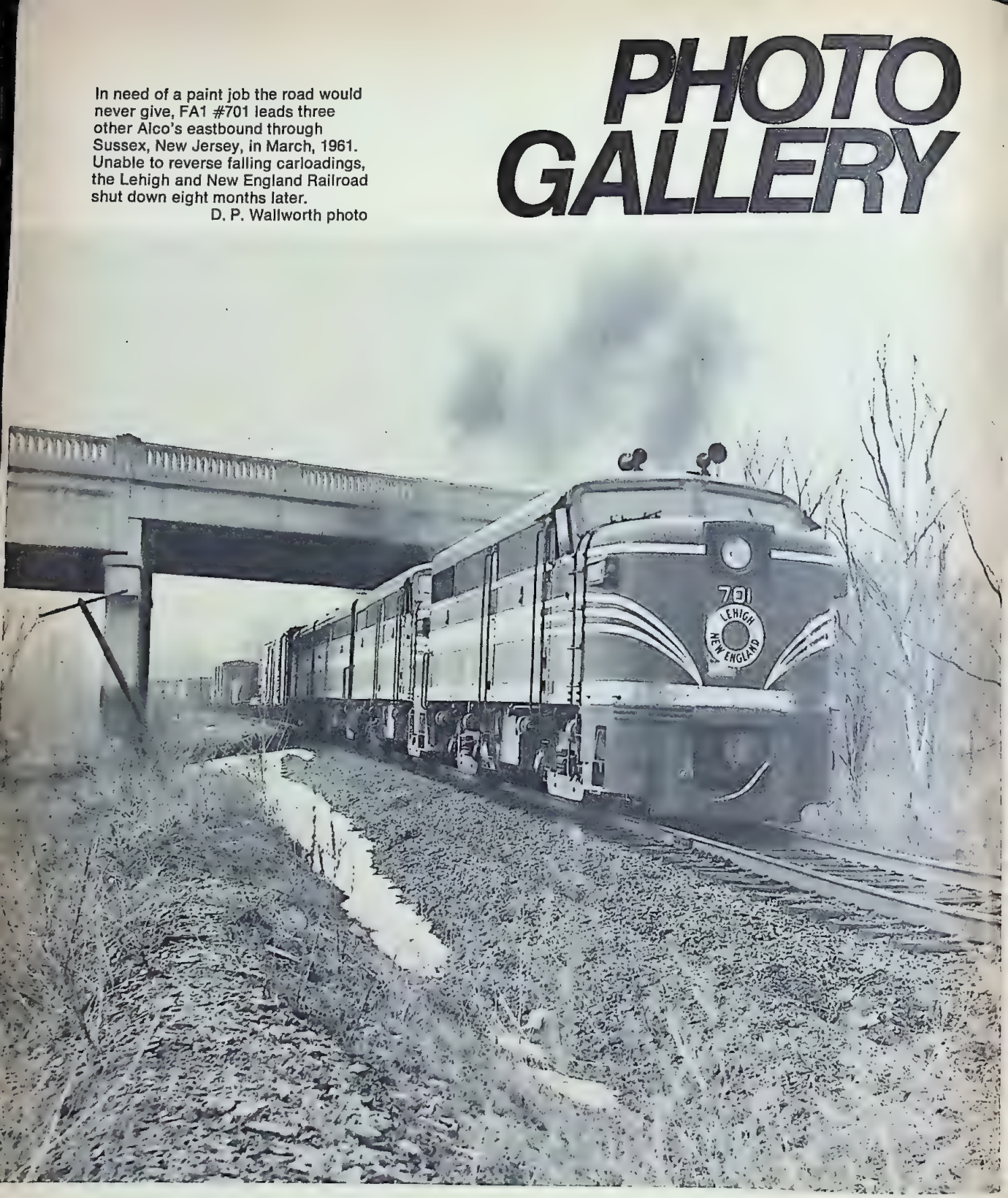


Diesels are plugged with brochures and coins.

A porcelain ashtray from the Southern.

PHOTO GALLERY

In need of a paint job the road would never give, FA1 #701 leads three other Alco's eastbound through Sussex, New Jersey, in March, 1961. Unable to reverse falling carloadings, the Lehigh and New England Railroad shut down eight months later.
D. P. Wallworth photo



Flying white flags, a lone Canadian National SD40 is busy threading through Jasper National Park on a cool May, 1973 afternoon. Destination: Vancouver, British Columbia. Bob Morris photo

5127
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5127

Southern Pacific has its fill across the Great Salt Lake, Penn Central has Horseshoe Curve and Arcata and Mad River has Long Trestle. The Simpson Lumber mill at Korbel, California keeps the three engine, 7.5-mile logger in the black.
Karl Koenig photo

Working upgrade, 2-8-2 #5904 and 4-6-2 #3827 double-head an Australian Railway Historical Society special out of Bathurst, November 29, 1969. This was the 4-6-2's last run.
M. Quigg photo

Lehigh Valley never could make up its mind on a paint scheme, they'd change their minds on every new order for locomotives. A trio of C628's grind westward at Perryville, Pennsylvania, last June.

John D. L. Johnson photo

Mainline hotshots look impressive, but it's the locals that service the revenue-producing on-line industries. Southern Extra #2682 works southbound, leaving Oxford, North Carolina for a warm July's day work. Curt Tillotson, Jr. photo

Greeting the morning sun, double-headed Baldwin switchers of the Copper Range Railroad work three empty gons and a caboose north to Lake Lindon, Michigan, October 24, 1972. One week later, the CR shut down for the last time.
George A. Forero, Jr. photo

Leading a pair of Geeps and an SD45, all in Great Northern blue, white and black, a Northern Pacific RS11 heads north out of Klamath Falls on the Inside Gateway. Burlington Northern, sponsor of the mismatch, mixes diesels of all the former roads together.

Henry W. Brueckman photo

Have a favorite railroad photo you would like to share with others? Send it to the Gallery ***with a short paragraph describing the train and the location. If your photo is selected for use, you will receive a free one years subscription to*** Rail Classics. ***Send photos (at least 5"x7") to:*** Rail Classics ***Gallery, 7950 Deering Ave., Canoga Park, California 91304.***

LAST OF THE

TIME FINALLY CATCHES UP WITH THE LAST NARROW GAUGE SUGAR HAULER IN LOUISIA

By Louis Saillard

A few minutes before 5:00 p.m. on the afternoon of December 29, 1972, Joe Rousseau latched the door of the enginehouse behind the big sugar mill of Lula Plantation at Belle Rose, La., and started for home. Unknowingly, he had also closed the door on an era of railroading.

Mr. Joe is the yard foreman at Lula Plantation, and is therefore the man in charge of the delivery of sugar cane to the mill during the two- to three-month-long harvest season. On most plantations this would have him looking after the repair and operation of trucks and tractor-drawn cane carts, but, on Lula Plantation, this also meant looking after five miles of 36-inch gauge railroad—the last in Louisiana.

When Mr. Joe walked the few steps to his car that day, he had reason to be happy. The harvest season had ended two days before. The equipment had been covered, lubricated and prepared for the long wait until next year. Now there were to be a few days' rest, and then the usual track work and car repairs.

The season had provided more headaches than usual, however. Heavy rains and soggy roadbed had caused more derailment than normal, and one of the little gas-mechanical locomotives had come down with serious and persistent transmission trouble early in the year; but still the little railroad had hauled approximately 89,000 tons of sugar cane during the 76-day harvest—about ⅓ the total hauled to the Lula mill. Early in 1973, Mr. Joe planned to completely overhaul one locomotive (or "dummy" as plantation locomotives were universally called) and begin rebuilding 80 or so of the 346 cane cars.

But, time and the financial realities have a habit of sneaking up on narrow gauge railroads—even sugarcane haulers—and they did so at Lula in early January. In an effort to cut labor costs, Louisiana sugar plantations have begun adopting systems which handle the cane loose, as opposed to having it chained into bundles as is traditionally done. When the Lula management calculated the cost of rebuilding all the rolling stock to facilitate the unloading of loose cane, questions were asked as to if there might not be a better way. When the cost of constructing new tractor-drawn trailers specifically designed for bulk cane handling was determined, the narrow gauge didn't have a chance. Since a good part of the rolling stock was steel, the cars would provide enough material for the construction of the trailers. Indeed, the sale of the rest of the railroad as scrap would even contribute to the cost of labor needed for the changeover.

On February 28 Lula's homebuilt 0-4-0 gas locomotive switched the cars out of the yard and over near the shop where they would be handy for scrapping. The first rails came up on March 2.

The sugar plantation era in Louisiana began back in 1795, when a Louisiana business man named Etienne De Bore' brought an experi-

No. 2 switches empties during the 1948 season. This engine held the title for the most modifications to a Lula engine for shoppings changed the smokebox front as well as cab siding. Lagged pipe on boiler top indicates that original throttle arrangement is no longer used. Wooden "porch" shade over engineer's cab window was a favorite Lula modification, brought on by wet Lousiana weather. Photo by C. W. Witbeck.

CANE HAULERS

NA—DAMN IT!

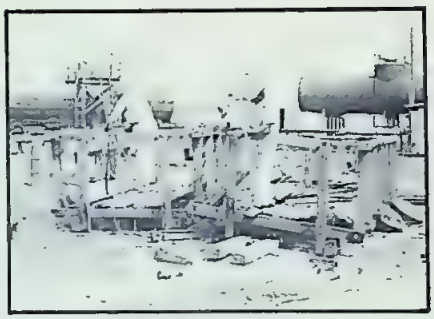
Photos by the Author except as noted

enced sugar-maker from Santo Domingo, and together they produced the first granulated sugar crystals ever made in the state. Eventually, sugar production in Louisiana would exceed 600,000 tons annually.

As sugar cane production increased, however, a major problem became that of transportation. Heavy rains made plantation roads impassable, and even a drizzle on the rich, black soil greatly slowed the hauling of cane by mule cart. To complicate matters, sugar cane must be processed as soon as possible after cutting, before spoilage begins to play havoc with the refining process.

As a possible solution to the transportation problem, a short iron-railed railroad was constructed on Poefarre' Plantation in St. James Parish, La., in 1830. The railroad proved successful—daily capacity of a mule cart was 15 to 20 times greater on rails than off—but even a small railroad was expensive and only a few plantations of the era were large enough to afford one.

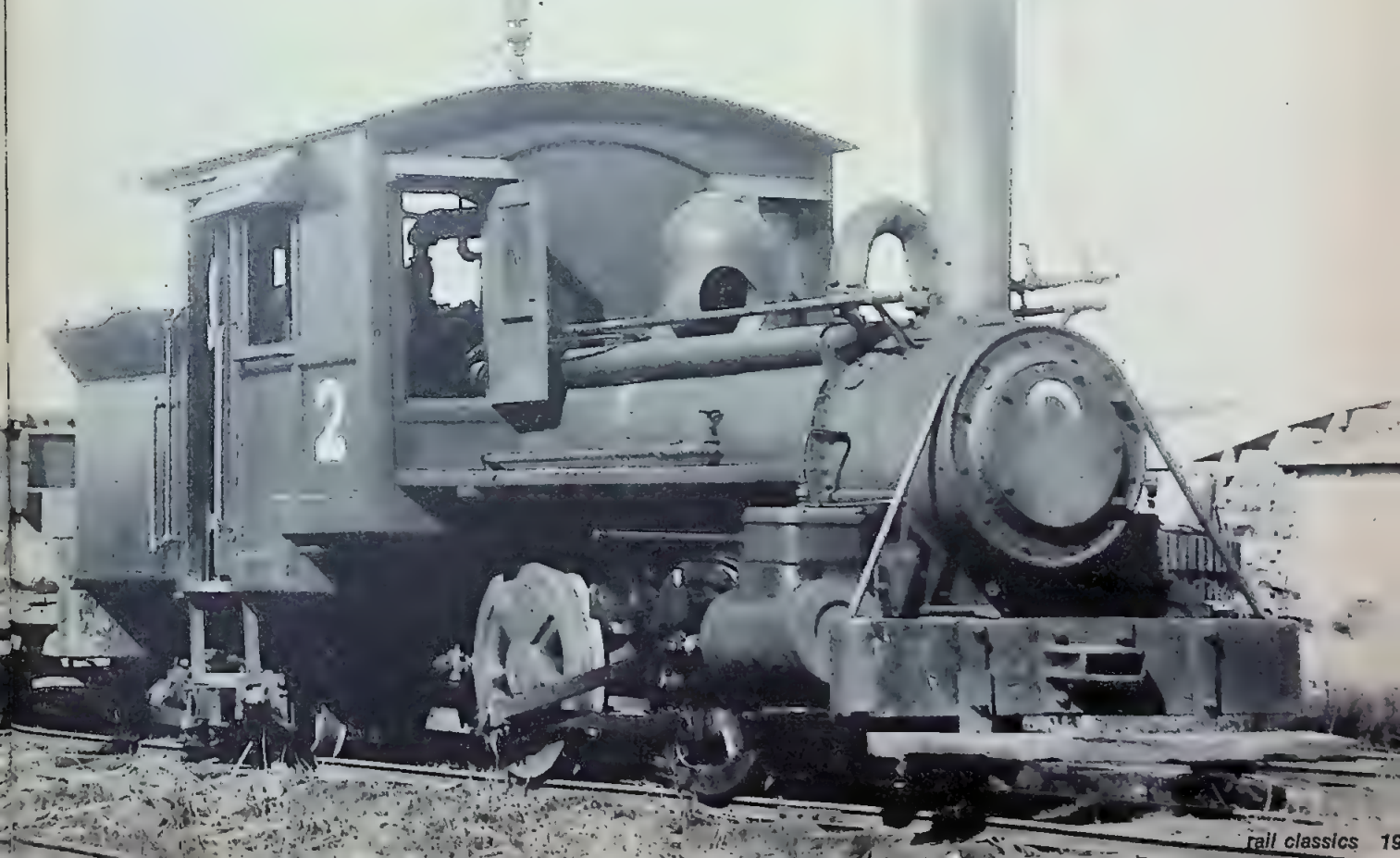
During the 1870's small sugar planters began the formation of "Central Factories" in which they would sell their cane to a large sugar mill instead of maintaining a small mill and grinding their own. This procedure, of course, aggravated the transportation problem. Then, the years 1878 and 1880 found unusually large crop yields accompanied by a particularly rainy harvest season. From a slow beginning, the great plantation railroad building spree was in full swing by 1890. Initially, temporary, movable iron or wooden-railed railroads were built, but permanent roads were found to be more successful.



Cars being scrapped after end of railroad operation. March 1973.

The boom was over by 1910, but by the time the last new narrow gauge plantation steamer was delivered in 1920, no less than 120 sugar companies had built well over 500 miles of trackage. Over 85% of the little lines were 36-inch gauge, but standard gauge, 30-inch and a few two-footers were to be found. The roads ranged from the minute (such as Laura Plantation's 3-mile line with 30 cars and a Davenport 0-4-4T) to the quite formidable (such as the 35-mile line connecting the three mills of the South Coast Corp. which used seven locomotives and over 500 cars).

No fewer than 250 small steamers chuffed over the sugar lines during the peak years. The 0-4-4T was the hands-down favorite, but 0-4-0T, 0-4-2T, 0-6-2T and 2-6-0's were also common. The rumor even persists of a 2-truck open cab Shay used in cane service. The first gas loco turned up on a plantation in 1916 as a 4-wheeler bought second hand, and



Old and new—Things hadn't changed too much except for the motive power between 1948, in scene captured by C. W. Witbeck, and November 1970. Differences are apparent, but not apparent is the fact that No. 8, "Liz," was built from parts of steamer No. 1.

any sugar line which lasted into the 1930's usually bought at least one gas loco. Add to this conglomeration of small engines an incredible array of homebuilt engines and the remarkable number of ex-Class I railroad 4-4-0's which ended their useful lives switching sugar mills and you have the motive power picture.

In 1925 and 1926 plant diseases hit Louisiana's cane crop hard and production plummeted. By the time disease-resistant types of cane were developed, the Great Depression had

Davenport 2-4-0 gas on typical cane train during the 1968 season.

dropped the bottom out of the sugar market. These conditions, along with the rapid increase of improved roads, created conditions which doomed the plantation railroad. By 1942 only 24 plantations still maintained a railroad. By 1960 there were three.

The last plantation steamer dropped its fire for the last time on December 19, 1963, with the retirement of a 66-year-old 0-6-2T on the 30-inch gauge line of Westfield Plantation. Westfield gave up the railroad business altogether in 1967, and two years later Cinclare Central Factory of Port Allen, La., ceased its standard gauge rail operations over the tracks of the Texas & Pacific.

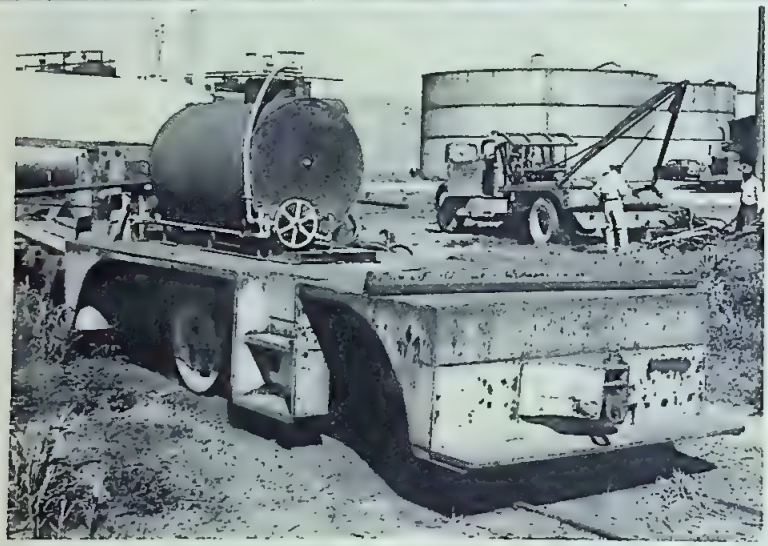
Yet, in the face of the disfavor into which the sugar-cane railroad had seemingly fallen, Lula Plantation still operated its narrow gauge in the grand old tradition (albeit steamless, since Lula's management will tell you quite frankly that they were glad to see steam go because of maintenance problems and the fire hazard). It wasn't because Lula couldn't afford any other method of cane hauling, it was that the well-maintained track and equipment was judged "perfect for our needs," as one official put it. Also, in addition to providing transportation, the narrow gauge provided excellent storage for approximately 1300 tons of cane. The cars could be loaded during the day, and after dark (when cane no longer comes to the mill by truck) they can easily be switched to the unloader for around-the-clock operation of the mill. There were other methods of cane storage, of course, such as the use of highway trailers, or just stacking the cane into huge piles, but these methods were either expensive or created conditions which contributed to rapid spoilage of the cane.

Lula's trackwork was typical of plantation railroads. Rail size used was "anything that's cheap" and ranged from 35 lb. to 75 lb. in later years. In the 1890's, some plantations used rail as small as 16 lb., but Lula's smallest, 25 lb., was removed from the spurs about five years ago. Since the land is flat, little grading was necessary. One plantation owner once estimated his maximum grade to be four feet to the mile (7/100th of 1 percent), and another answered the same question by calling his track "about level." Track profile explains why only plantation locomotives, and not cars, needed to be equipped with brakes.

Equipment (in 1972) consisted of 346 4-ton capacity cane cars and three narrow gauge locomotives, although Lula also owned three standard gauge Plymouths to handle the interchange from the Texas & Pacific and other duties. About half of the cane cars were of wood construction, although some of those had steel underframes. The cars come from a number of sources, including an order from Chattanooga Car & Foundry. Others were purchased from plantation railroads near Belle Rose when they were abandoned (including some from the famous Godchaux Sugar operation at Reserve, La.) and still others were built in the sugar mill shops. All cars had link-and-pin couplers, and none had brakes of any kind.

The sugar-cane loading derrick was a smaller example of the overhead traveling crane arrangement also used for unloading cane. All derricks were designed and built by Lula crews. Tractor-drawn carts brought cane to the three loaders located along the narrow gauge, and the cane was transferred to cars for the trip.

Davenport 2-4-0 gas loco pushes cars over track scale before switching them to the unloading derrick. While cars are being weighed, samples of cane are taken to test for quality. Normal capacity of cars is 4-tons. Photo by Louis Saillard.

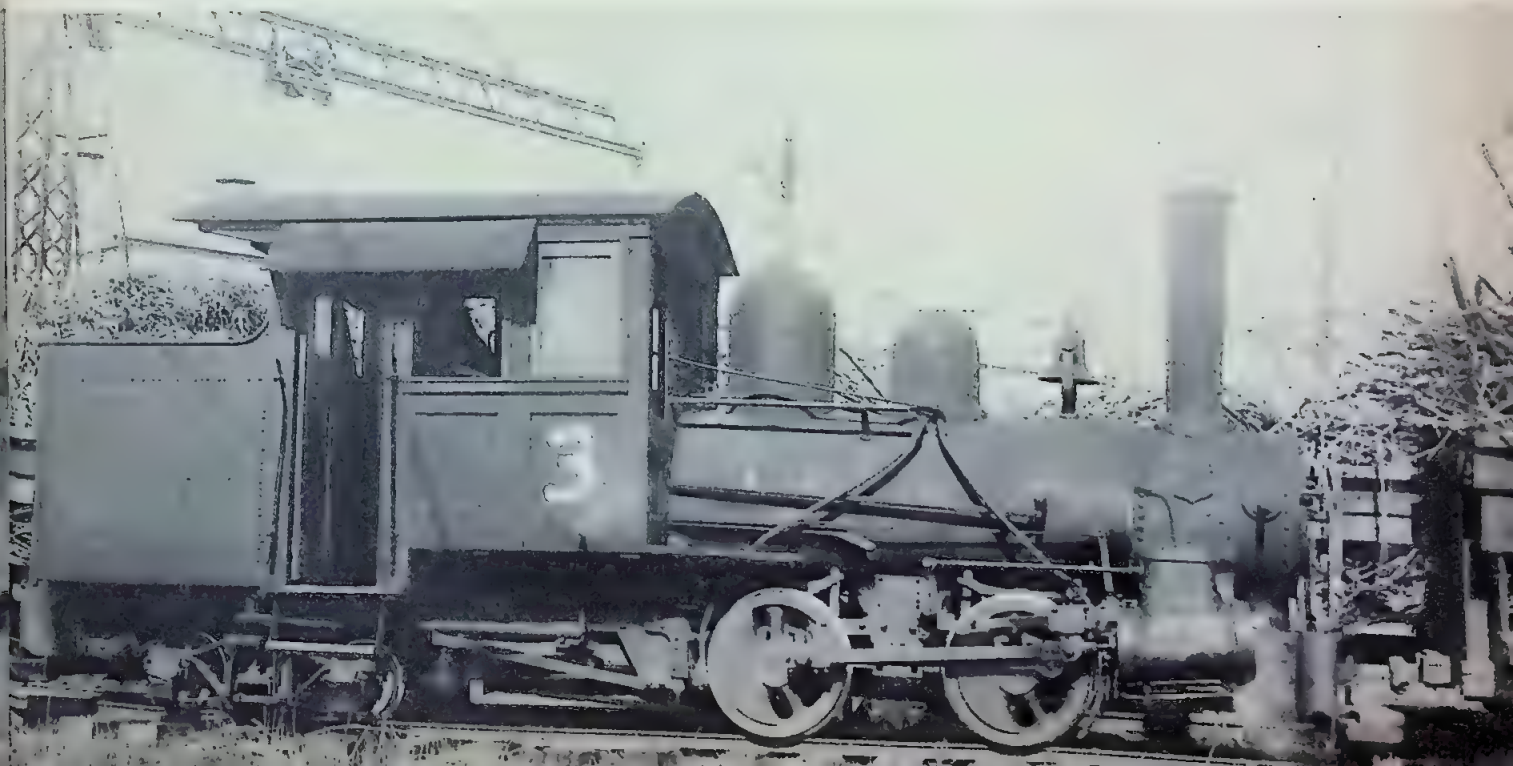


While weed burning was the most effective means of control in earlier years, chemical sprays were preferable on plantation railroads in recent times. Lula's un-numbered weed sprayer was built on the frame originally belonging to 0-4-4T.

Lula's No. 1 0-4-4T is an excellent example of the typical Louisiana plantation locomotive. Note that the steam dome is in the cab (typical of Porter's small Forney's until about 1904) and that there is no headlight and a link-and-pin coupler. Photo by C. W. Witbeck.

Unloading derrick at sugar mill. Overhead traveling crane is long enough to allow two narrow gauge tracks and gravel road for highway trailers to pass under. Trailers or narrow gauge cars are unloaded as fast as mill demand warrants.

Lula's No. 3 during the 1948 season, just two years after the 1905 Porter figured in Lula's most memorable wreck. Photo by C. W. Witbeck.



A

Cane cars being weighed during the 1948 season. Cars are weighed empty at the beginning of each season and empty or tare weight is recorded on a chart in the scale house. Weight of tare is subtracted from loaded weight to determine weight of load. Photo by C. W. Witbeck.

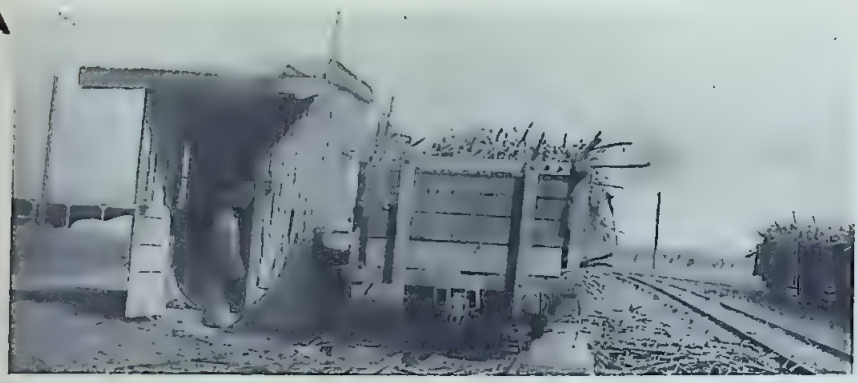
B

Later attempts to build narrow gauge locomotives using standard gauge equipment parts proved successful. Engine 9 was last used during the scrapping of the line in 1973. Engine crews called it the best engine on the roster despite the fact that it was also the lightest.

C

Lula's first attempt at using internal combustion power was No. 4, a very homebuilt looking affair built in 1946. The engine's performance equaled its looks, and was scrapped three years after construction. Photo by C. W. Witbeck.

A



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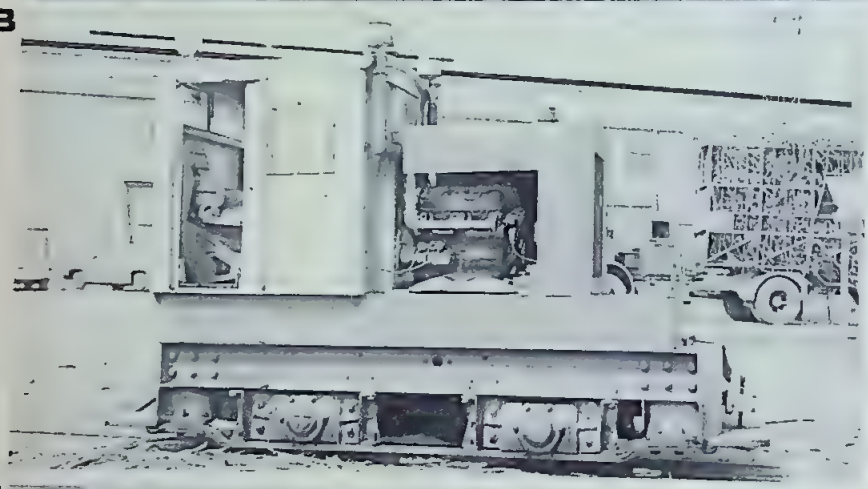


C

The locomotives provided just as interesting an assortment of ancestries. All were gas-mechanical, but no two had the same wheel arrangement. One was an 0-4-0 rebuilt from a standard gauge Plymouth. Another was a well traveled Davenport 2-4-0 working on its fourth plantation railroad, and the third was a rebuild from a Porter, 0-4-4T built in 1889! Also, quite unusual in the realm of mechanical drive locomotives is the fact that all narrow gauge Lula engines were equipped with automatic transmissions.

Rolling stock was rounded out by two 30-foot steel flat cars, a 30-foot steel tool storage car and a weed sprayer. The sprayer must surely rate as one of the more substantial machines of its type, since it used the frame and drivers originally belonging to 0-4-4T No. 2.

Lula operated with steam power until the mid-1950's. Sparks from locomotives have always been a problem on plantation railroads because of the large amount of dry foliage in the cane fields, especially after the arrival of cold weather. Lula tried to solve the spark problem by converting a steamer to burn butane gas in 1955. The effort was given up in a few weeks, though, and the steamers were scrapped, giving up their frames and drivers to an early crop of Lula homebuilt gas locomotives. Lula's No. 8, known as "Liz" (although no one would say why), was of this rebuilt design and remained in service until the end of the operation.

Except for an occasional outing with the weed spray car, the railroad at Lula laid almost entirely idle during most of the year. But, once the weather turned cool in the fall, the sucrose level of the cane increased, and the cane was ready to be cut—and must be harvested before cold weather ruined it. Two shifts of men would operate the mill, and the railroad around the clock, with precious few days off, until all the cane was processed.

The basic operation of the railroad was simple. Engine crews would report to the enginehouse at 4 a.m. Since the track branched in two directions from the mill yard, one crew would work each branch and shuttle back and forth from the three loaders in the field to the mill as loads became available. Maximum train length was 25-30 cars, but was often less if no more loads were immediately available. As time permitted, the crews switched the yard, weighed the cars on the scale track and pushed a few loads to the unloading derrick (for a few tons of rail hauled cane were used by the mill during daylight hours when track delivered cane was not available).

The year that the Lula railroad was built is in doubt, although the latter part of the plantation railroad building era, the 1905-1910 period seems the most likely. As did virtually all other plantation railroads, Lula ended its 60-odd years of existence with few major mishaps and no catastrophies. True, employees recall that the link-and-pin couplers have in-

"Liz" (Lula's No. 8) switches cars over the T&P crossing during the 1970 season. This is the crossing mentioned in the text which derailed runaway No. 3 causing Lula's most famous wreck. Concrete smokestack with plantation name seen in background is a common feature of Louisiana sugar mills.

jured brakemen here, as they have done elsewhere. Too, broken flanges and soft track have caused messy derailments, as the pile of broken cars outside the car shops at the end of each harvest season could attest, but there was only one wreck which stands out in memory.

In 1946, Lula's 0-4-4T No. 3 halted from its switching duties in the yard while the fireman walked to the mill to refill the water cooler. During the pause, the engineer noted that a train was entering the yard, and since a brakeman was not handy, stepped from the cab to throw a switch and clear the way for the approaching train. Unfortunately, on his way out of the cramped cab, the engineer's glove caught on the throttle, and No. 3 jerked, throwing its engineer off, and headed through the yard at full speed. Only one other employee was in a position to intercept the speeding engine, but by then it was going too fast for him to board. Fortunately, No. 3 had chosen an empty yard track for her excursion, and it seemed that nothing would stop her before end of track was reached some miles ahead.

As the loco left the yard, however, it had to pass over the crossing with the Texas & Pacific siding. High speed, combined perhaps with a low rail joint, derailed her there, and

No. 3 stopped opposite scale house in 1948. Since turning facilities were seldom present on plantation railroads, tank locomotives were ideal, especially since large tender capacity was not required. Train is made up of all wooden rolling stock, as steel cars did not appear until after abandonment of neighboring sugar lines in the 1950's made them available at scrap prices. Photo by C. W. Witbeck.

LOCOMOTIVE ROSTER OF LULA PLANTATION BELLE ROSE, LA.

(36-INCH GAUGE)

No. 1 0-4-4T "Sally"*	Porter No. 2014 July 1899 33-in. driv. 9x14 cyds. built for Landry & Dugas "Sweet Home Plantation" at Donaldsonville, La. then to Milliken & Farwell "Smithfield Plantation" at Port Allen, La. as No. 1 then to Lula Plantation c. 1923 temporarily converted to butane gas burning in '55 last steamer in service at Lula re-built into No. 8 0-4-2 gas in 1957
(1st) No. 2 0-4-2T "Big Jim"	Glover — no other data scrapped at Belle Rose in 1931
(2nd) No. 2 0-4-4T*	Porter No. 1907 September 1898 28-in. driv. 7x12 cyds. built for Kessler Bros. "Star Plantation" No. 2 at Donaldsonville, La. then to Lula Plantation re-built into No. 7 0-4-2 gas in 1956
No. 3 0-4-4T	Porter No. 3310 April 1905 33-in driv. 9x14 cyds. built for Milliken & Farwell "Smithfield Plantation" at Port Allen, La. then to Lula Plantation in 1943 re-built into No. 6 0-4-2 gas in 1956
No. 4 0-4-0 gas	Homebuilt by Lula Plantation c. 1946 no other data scrapped at Belle Rose in 1949
No. 5 0-4-0 gas	Homebuilt by Lula Plantation c. 1951 built on frame and drivers of ex-Celotex Corp. Plymouth 10-ton model DHD 0-4-0 gas powered by Ford V-8 engine scrapped at Belle Rose in 1967
No. 6 0-4-2 gas	Homebuilt by Lula Plantation in 1956 built on frame and drivers of No. 3 scrapped at Belle Rose in 1971
No. 7 0-4-2 gas	Homebuilt by Lula Plantation in 1956 built on frame and drivers of No. 2 scrapped at Belle Rose in 1962 frame and drivers used to build weed spray car
No. 8 0-4-2 gas "Liz"	Homebuilt by Lula Plantation in 1957 built on frame and drivers of No. 1 in service through 1972 stored unserviceable as of 5-1-73
No. 9 0-4-0 gas	Homebuilt by Lula Plantation in 1963 built on frame and drivers of ex-Celotex Corp. Plymouth 10-ton model DHD 0-4-0 gas powered by International engine in service through 1972 stored serviceable as of 5-1-73
No. 10 2-4-0 gas	Davenport No. 2255 September 1937 220 hp builder's class D-12 built for South Coast Corp. "Georgia Plantation" at Matthews, La. then to E. G. Robichaux Co., Ltd. "Cedar Grove Plantation" at Labadieville, La. No. 2 then to Dugas & LeBlanc Ltd. "Westfield Plan- tation" No. 1-B (converted to 30-inch gauge) then to Lula Plantation in 1968 heavily re-built and re-converted to 36-inch gauge in 1968 in service through 1972 stored unserviceable and partially scrapped as of 5-1-73

*Note: All evidence indicates that Lula Nos. 1 and second No. 2 were built originally as 0-4-4T's, although some builder's lists show them as 0-4-0 and 0-4-2T respectively.

(Text continued on page 79)

The engine house and car shops at Lula show the effects of many years of hard use and are now closed for good.

Any railroad needs minor repairs, and in this case a switch needs attention after the switcher crew split it.

A little locomotive named "Liz" pulls a train of sugar cane towards the mill on the three-foot gauge line.

Photos by the author

FEATHER RIVER RAILROADING

Mountain railroading along the Inside Gateway a la Western Pacific

By Donald Sims

Entering Keddie, the Westwood Turn prepares to drop off a few cars before continuing on to Portola.

The Westwood Turn slows down for a pickup at Moccasin siding. Today's cars? A couple of outfit box cars.

Before the coming of second generation EMD's and GE U-boats, four F units lead a freight at Keddie.

A leaden, greyish mist saturates the canyon as tugging upgrade a quadrupled set of Western Pacific diesels heads towards a black hole of a tunnel mouth. Only the bottom slopes are visible, as the ridges are lost in a somber mood of damp, impenetrable gloom. The falling rain swells into small rivulets, picking up loose dirt and carrying it down onto a slippery roadbed, the cause of fine sand being poured under the units' wheels.

This is Feather River Canyon country, a demanding bit of railroad line where sun soaked days are about on a par with the winter months when rain clouds come scudding in off the Pacific Ocean for lengthy appointments.

The engineer, tense, straining forward as if it improved vision went on the radio, "Bronco Charlie, this is Extra 3057 East, what's it look like past tunnel #9?"

Static punctuated, a reply sputtered into the cab, "Extra 3057 East, you're clear to milepost 237, but keep an eye on that section past the first curve, the rocks look a little loose" . . . "say, by the way, you heard anything on that Bronco Bravo out of Keddie an hour ago?"

Bronco Bravo, Bronco Charlie? What kind of rail lingo is that? It doesn't read like the sort of traditional rail jargon one's used to hearing on a railroad, and it isn't. It's Feather River Canyon talk, and its unique.

A whole roster load of changes have come to Western Pacific's operating image these past months, including the use of steel wheeled highway vehicles to run ahead of

Long before Amtrak, author Sims caught the California Zephyr traveling uphill through the canyon, her passengers enjoying the scenery through the many domes.

Out of the mountains and moving down the flat Sacramento Valley, a former SP&S C636 leads a Q SD45, BN GP30 and another SP&S Century out of Oroville.

Portola after a light snow has dusted the yard. Foreground train is a westbound local just arriving. Station is off to the left.

through movements in rough weather. It's been touted as the "Perlman Era" after the veteran railroader who recently took over W. P.'s helm and among the innovations ordered was this use of rail-wheel equipped autos to precede each train during wet weather periods. Working no less than a mile ahead of each freight, the vehicles pilot under a coded non-de-plume of Bravo and Charlie. Bronco Bravo's always a westbound call, while Bronco Charlie's reserved for eastbound moves.

But long before the tight-fisted "EX" of Penn Central strode into a gold script lettered office in San Francisco, the Feather River Canyon had earned a reputation for a railroading spectacular — read here a stubborn bit of mileage to work with.

Mountain grades always demand more care per mile than comparable lengths on the flats, but in W. P.'s circumstances the pass to Nevada desert and east is characteristically afflicted with idiosyncrasies. Constant attention and 20-20 vision is a necessity of life along this Northern California mountain gash. S. P.'s route to the south runs higher and takes on considerably more snow. W. P.'s forte is the lowest rail route from north-central California but rain washes it profusely, softening banks and undercutting the props from boulders which have a nasty tendency to cut loose under the vibrations bred by passing trains.

Feather River country isn't all of Western Pacific, just its most ornamental and along with an important offshoot, the so-called "Inside Gateway," one of western America's more photogenic stage settings.

In a commonplace setting, Oroville Yard, Feather River country begins. It debuts as a hand, moving with experience, grasps a throttle lever, smoothly notching it forward to the accompaniment of throbbing diesels. Ahead, the vista exposed by flat faced windows of a GP-40 are low lying hills, dried brown by summer months of sunlight.

The hills loom larger, filling the horizon, while with speed now well under hand the five 3,000 hp units settle into a pulsing drone, a pattern that will hold for some 114 miles to the end of this, the third subdivision.

Just beyond Oroville, W. P.'s original contour has been changed, the original canyon entrance remodeled into a 23 mile long rerouting as the result of the state's Oroville Dam building. Four miles shorter than the original roadbed it replaced, the 11-year-old bypass features a few noteworthy items of its own. Four bridges and five tunnels, including one whose bore falls just shy of 9,000 feet,

are part of the route.

Where once tracks headed straight north from Oroville they now curve northwest running along a shelf that provides a semi-aerial view of the Sacramento Valley before angling back into thick crusted mountains across an in-and-out chain of bridges and tunnels to return t W. P.'s original survey line.

To comprehend the style of railroading that W. P. dishes up on its third subdivision, take the matter of tunnels. System-wide there are 49 tunnels, and exactly 15 of these exist outside the third. Tunnels that have rock faces, bores lined with concrete, holes as short as 50', to black caverns a mile and a half long pop up every few thousand yards. A third of the other tunnels can be found within four miles of Keddie, meeting place for the north line. This is one of those western rail exhibitions that jam a book's worth of panorama into several dozen miles.

It's north of milepost 232—a sequence that begins back in the Bay area——that a hard case is made for W. P.'s pageant of rail action. Viewed from high up the slopes, a distance thinned stripe ebbs and flows with every bend a river makes. Once in a while the natural profile becomes too angular and track goes straight through a spur or hillock, maintaining the 1% compensated lift that serves as a norm. Below Pulga siding there's one of those Lionel catalog drawings, the railroad arcing across one of its multiple river crossings while high above a highway bridge makes for the opposite bank that the railroad just abandoned. Over the next three dozen miles one bank isn't roomy enough for both transport modes, so when railroad tracks take up one side the pavement moves over to the other, and vice versa.

Tracing Western Pacific's route on a large scale map, the pencil leaves a non-pattern of wiggly lines, twisting and turning with every exaggeration that nature's created. This pathway is far more curve compressing than S. P.'s well known Sierra adventure to the south, yet despite its flirtation with the circular, its altitude is far less. Espee climbs a much higher ladder to connect with eastern points, 6,900 feet versus W. P.'s Beckwourth Pass apex of 5,220 feet. Conversely, W. P.'s trail is lengthier by a few dozen miles as it reaches for Nevada desert east of Portola.

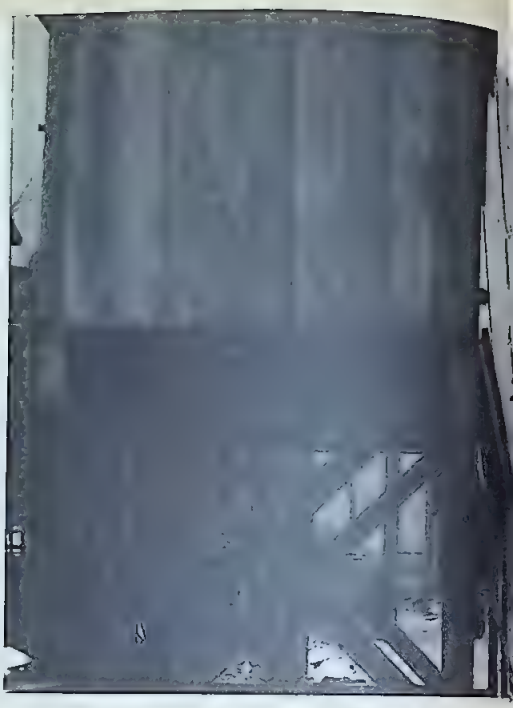
North of Pulga the line alternately runs at water level or clambers above the rapidly flowing stream, largely along a tenuous shelf blasted from rock walls. This character analysis alters little till Keddie where exists the famed wye with its two legs

Night at Oroville finds two sets of road power waiting for the next call.

Moving through Pulga, an eastbound freight slips up the canyon in 1969.

Having just changed crews at Keddie Wye, 10,000 + horsepower moves southbound off the hi-line. Behind the BN GP30 is former SP&S Century, NP SD45 and Q GP35.

Mirrored softly in the waters of a small reservoir above Pulga, an eastbound freight with a Geep leading a brace of F units slips up the canyon.



Working through Greenville, four F's and two Geeps are in firm command of their northbound train. WP has only a handful of covered wagons left.

thrust out on bridges, the third in a tunnel. Here is a connection northwards, a bond with Burlington Northern over ties of the fourth subdivision.

By the time a train files by Keddie station it has gradually come about to a generally easterly compass heading, settled in towards the Nevada state line, so that the northern line is taking off at somewhat of a right angle.

A sandstone, steeply inclined V lies above the oft photographed bridge at Keddie, the source of access to California's backdoor into the northwest. Completed in 1931, this line reaches 111 miles up to Bieber, where BN crews climb into the cab.

While extolling the virtues of a Feather River Canyon, the highline entryway itself offers a tremendous backdrop for mountain railroading. Wandering up out of Keddie the trick is to raise roadbed over a sharply angled mountain shoulder that leaves little room for maneuvering. Feather River's wandering course and slender floor forced W. P. to blast and tunnel across rock escarpments but at least there was length to accommodate the need. To reach a series of valleys and hills outside the canyon—this is fourth subdivision's physique—the road had to scramble out of the canyon and over a ridge, all in a brief run.

A smattering of spindly legged bridges, sun bathed like silvery daddy long-legs are seen crossing gullies that spill down into the main chasm. Viewed from the main line the north route appears to be heading back upon Oroville, a brief turn that angles through a couple of tunnels and then disappears into wooded slopes. At

WESTBOUND TRAFFIC

SYMBOL	NAME	DESCRIPTION
AWPF	Advanced Western Pacific Forwarder	Originates off U.P. Made up at North Platte, Neb. and picked up at North Salt Lake by W.P. crew.
WPF	Western Pacific Forwarder	Cleanup train from U.P. Usually interchanged to W.P. in Salt Lake City and handled by symbols CMS or alternately, F-PBF.
CMF	California Merchandise Spl.	Operates out of D&RGW's Roper Yard with various D&RGW connections.
B-PBF	Bay Piggybacks and Forwarders	Expedited schedule. Runs from Chicago via BN train 167 and D&RGW train 187.
F-PBF	Fremont Piggybacks and Forwarders	Same connections at B-PBF but handles traffic short of Oakland/San Francisco.
SS-PBF	Stockton/Sacramento Piggybacks and Forwarders	Traffic dropped off at Oroville from F-PBF and destined for points between Oroville and Stockton.
FF	Ford Fast	Ford unit train originated from Flat Rock, Michigan. Does not always operate over W.P. but when it does is picked up by W.P. from either U.P. or D&RGW.
WPF	Western Pacific West	Actually a long distance local. Works locally across division dropping off cars for pickup by through trains.
BN	137	Through Seattle to Los Angeles schedule. Passed on to Santa Fe at Stockton where it becomes ATSF #968.
BN	171	Burlington Northern schedule originating in Spokane and passed on to W.P.
BN	139	Burlington Northern train handling Portland and Seattle traffic, other than ATSF trafic which moves on #137.

EASTBOUND TRAFFIC

SYMBOL	NAME	DESCRIPTION
GGM	Golden Gate Merchandiser	Basic redball and perishball schedule from California points to D& RGW and beyond.
WPX	Western Pacific Express	Basic redball and perishable schedule from California points to U.P. Yard, North Platte, Neb.
APX	Auto Parts Empties	Handles Ford empties returning as well as other traffic for D&RGW.
AWPX	Advance Western Pacific Express	Operates with auto parts empties to U.P. also possibly when build of WP-UP traffic.
CIX	California-Illinois Express	Redball schedule primarily to D& RGW but usually has a block of UP business which UP switch engine takes off in Salt Lake City.
TOF	Trailers on Flats	Handles piggybacks, containers and assembled autos for Salt Lake and beyond routed D&RGW.
WPE	Western Pacific East	Long distance local. Drops off blocks of cars at terminals for pickup by through trains.
BN	138	Through ATSF-WP-BN schedule, Los Angeles to Seattle. WP picks up at Stockton as inbound ATSF #869.
BN*	140	Western Pacific to Portland train via BN.
BN**	170	Western Pacific to Spokane, Wash. train.
	Westwood Turn	Local operates Portola to Keddie-Westwood and return.

* BN-140 picks up traffic from east of Keddie for BN points which arrive on CMS and other trains.

** BN-170 originates Oroville Yard from BN-138 and BN-140 and operates with traffic for Klamart Falls and Pasco and east.

one place tracks tip toe in suspension along the ridge, easily several hundred feet above frothy whitewater below. Gradually descending trains emerge from trees upon a small valley, pastorally flecked with farms and an aura of blue haze drifting away from a lumber mill.

Having escaped the confines of the canyon the highline, inside gateway or just plain north line, depending upon your choice of names, takes off to Greenville, wooded stands intermittently wandering in by trackside. The traffic control system that runs main line tonnage sends a brief off-shoot to Greenville, where an open train order office runs two-thirds of the day. A wayside sign reads "End TCS" and beyond its blockless, ninety-seven miles worth to the next open office at Bieber.

Rail wander by Lake Alamor, whose north end is traversed by the Alamor Railroad, a tiny independent of lumber company ownership. From Greenville to Alamor, the 11-mile gap is noticed by rules that call attention to a 2.2% downgrade, heftiest on either the third or fourth subdivisions.

Westwood, former site of heavy timber processing, finds W. P. trains with rights over a fleeting segment of Espee's Sunsanville branch then it's back on homebred rail. From now on until BN trackage is reached it is primarily an odyssey of backwoods fare through sparsely wooded back country sprinkled with lava beds, a consequence of Mt. Lassen. Not without its challenge, though, with a stiff 1.8% ruling grade taking over for a descent from Halls Flat to Little Valley.

On occasion fourth division oper-

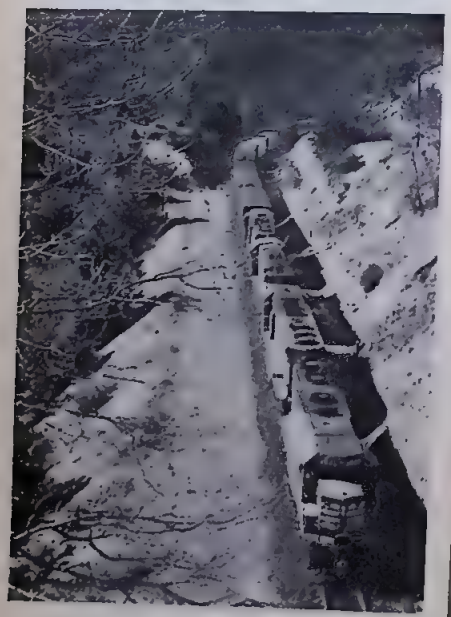
WESTERN PACIFIC

3519

2227

The wye at Keddie is used to switch ends on a train coming off the high line. Originally the red-nosed Q GP35 was the lead unit, now it will be the BN GP30.

The Westwood local with hi-nosed GP20 #2004 heading, works downgrade through the Williams Loop region. The local travels between Portola and Keddie.



Motive power on the line is varied, witness this four-unit lashup of GP-35-SD45-C425-GP30. Color schemes of all the pre-BN roads can be found working the area.

TYPICAL SCHEDULING

EB

Train Symbol	Oroville to Portola	
TOF	4 hr. 20 min.	
CIX	4 hr. 45 min.	
GGM	5 hr.	
WPE	5½ hr.	
	Oroville to Keddie	**Keddie to Bieber**
BN 138	3 hr. 20 min.	5 hr.
BN 170	4 hr. 20 min.	5½ hr.

WB

	Portola to Oroville	
A-WPF	4 hr. 20 min.	
B-PBF	4 hr. 45 min.	
CMS	5 hr.	
WPW	6 hr.	
	Bieber to Keddie	**Keddie to Oroville**
BN 137	4 hr. 30 min.	2 hr. 50 min.
BN 171	7 hr. 45 min.	3 hr. 15 min.

A weird mixed bag of rail body construction at GE's, Alco's and EMD's works up the highline towards Bieber, a few miles north of the Keddie Wye.

ations call forth an almost forgotten technique, doubling. If tonnage going over to Bieber exceeds 3800 tons, the Greenville-Alamor block has to be doubled. A time consuming process, it's not for fast trains nor is it frequent, but power problems sometimes dominate, triggering what was once a common exercise.

Bieber's about as sparse as some of the surrounding acreage that is laid out in a small valley. A building or so and that's it. W. P. crews turn over their responsibility here, grabbing the required rest till a Keddie-bound train's due to go home on.

In recent years tonnage has swelled on the inside gateway. Six good-sized trains are on the attractive menu daily, evenly divided in their direction. On the lower end the Westwood Turn, originating out of Portola, comes down the canyon, jumps over the ridge and upon reaching Westwood goes into reverse, adding some additional movement.

Traffic patterns being what they are it's not infrequent, particularly on northbound runs, to find schedules bunched together. On one recent afternoon the caller at Keddie had the word out to three sets of crews, 5:00, 5:15 and 5.30 p.m., with the trio destined to work north on "printed instructions." A page out of the past was turned as over the hill the Westwood Turn was laboring back to Keddie. Short on time the turn had to be past Greenville and onto TCS territory by a certain minute, otherwise it's the "hole" for all three long freights.

While Keddie functions as a crew change point for highline movements it represents nothing more than another set of block signals to main line schedules hustling by on their east-west axis.

Eastwards the thick forested timber continues but now on more moderate, rounded hills as the ever climbing roadbed pierces a chain of canyons. At Quincy Junction the miniature Quincy Railroad with its single G.E. switcher comes rolling in across green pastures to make a connection.

A few miles of tripping across cuts and fills brings trains to Williams Loop, the lesser known of California's duo of surveyor sponsored circles. Not as well known as Tehachapi to the south, W. P.'s entrant is based upon similar reasoning, to keep grade within a stated goal. The loop spits out into a small valley that ends at a tunnel mouth, then another valley, etc., all the way to Portola. Speeds here run about 35 mph, a good ten digits higher than those generally registered in the lower canyon. This canyon's no racetrack for certain, its main attribute being a low level escape to the east.

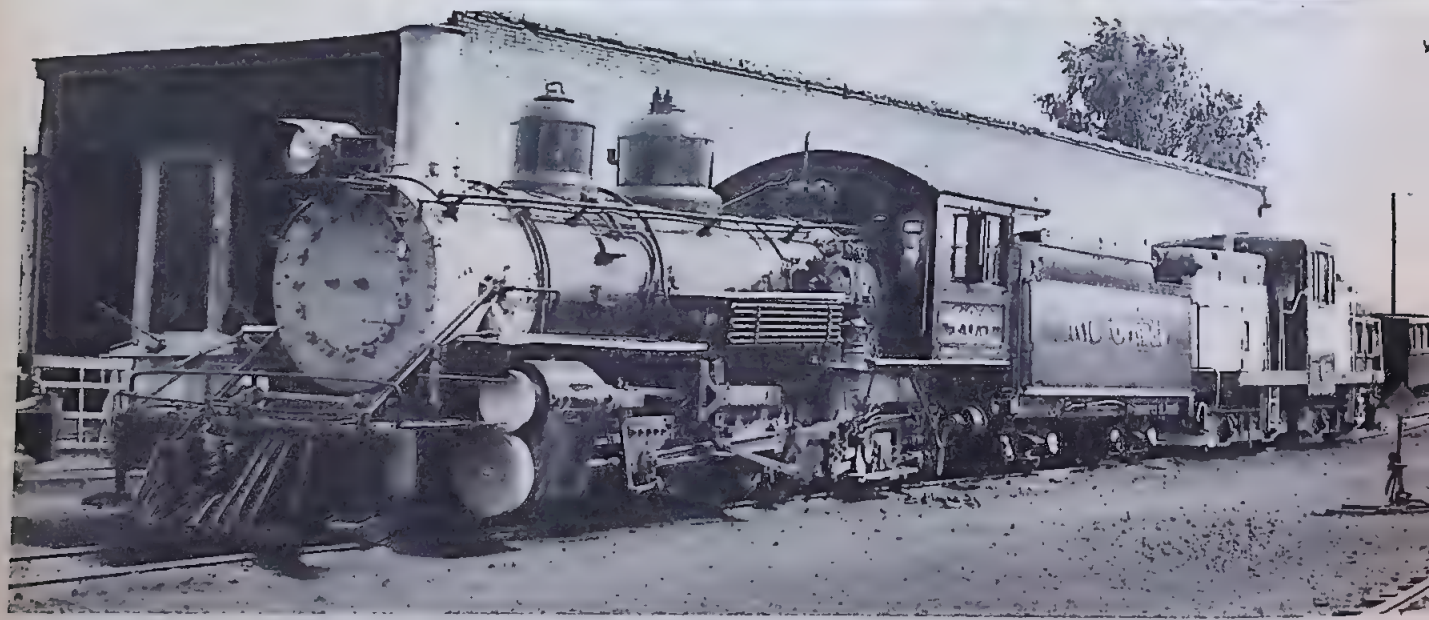
Portola turns out to be somewhat of an unexpected bonus, moored as it is away from California's major population centers. Instead of being just a spot where valise carrying men are the chief inhabitants, W. P.'s needs have spawned a small yard where the Reno Local and Westwood Turn originate and some through trains are switched. Traffic coming from and routed BN is switched at Portola, the Westwood job usually

(Text continued on page 80)

This is Chama today. The station is behind us. Future plans include expanding the roundhouse to its original size and reinstalling the turntable that serviced the structure.

The stored steamers have been returned to good condition and in keeping with the road's basic guidelines, are decked out in utilitarian black with silver smokeboxes.

Mudhen #463 restored in excellent external condition with the "Pineapple" behind her. Money permitting, the C&TS would like to get the 2-8-2 operating again under steam.



64 MILES OF NARROW GAUGE STEAM

What tourist railroad is 64 miles long, operates well-kept 2-8-2's, crisscrosses back and forth between two states, offers some of the most spectacular scenery in the country and has their main engine facility set up to warm the heart of every steam fan? Why it's C&TS, of course.

The Cumbres and Toltec Scenic Railroad, created to purchase the 64 mile segment of the Denver and Rio Grande Western narrow gauge between Chama, New Mexico, and Antonito, Colorado, in 1970, is more than just a tourist operation, it's a bonafide steam railroad.

The railroad owns six K-36 class and three K-37 class 2-8-2's, as well as #463, one of the last two K-27 class Mudhens in existence. In addition, the line purchased "The Pineapple," Oahu Railway #19, a 47-ton General Electric center-cab diesel, used for moving around dead locos as well as yard switcher in the winter.

The railroad operates one-way per

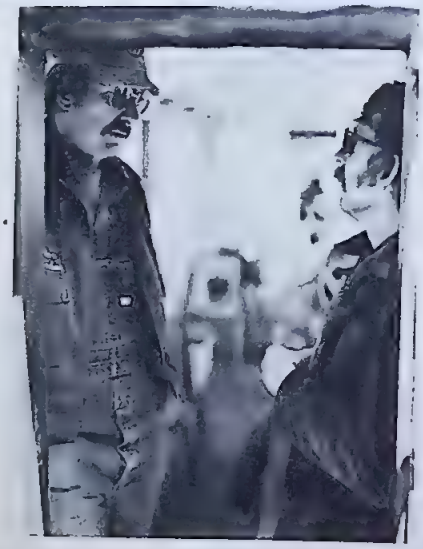
operating day. The train that departs Chama Saturday morning, for example, will stay overnight in Antonito, the riders returning to Chama via bus. Sunday's riders will bus to Antonito and board the turned and cleaned train for the six-hour ride back to Chama.

Realizing there wouldn't be enough conventional passenger equipment to sustain operations, management, with an eye on keeping the railroad as realistic as possible, as well as the other eye on the bank book, has converted regular narrow gauge box cars, of which there are plenty, into efficient and airy human transportation cars.

Preparing for the run of the day, the C&TS begins to stir long before fans arrive. Notice the road's insignia. Look familiar?

While lacking a few things esthetically, riders will soon discover that the converted box cars allow much more freedom of movement

The far end of the line is Antonito. C&TS uses a fleet of modern busses to transport its riders to or from the train, depending on which direction you ride.



John Pritchard, on the left, and the Editor talk about the future of the narrow gauge. Pritchard is a member of the Board of Directors of the Narrow Gauge Railroad Association as well as one of the many volunteer car attendants.

If there's one thing the Cumbres and Toltec Scenic Railroad has it's scenery. Good photographic possibilities abound throughout the line.

A few miles out of Antonito, #484 and train cuts through the desert of southern Colorado with a capacity load. It can get chilly at night, even in the summer, so dress warm.

This is snow country in the winter as the snowdrift barriers attest. Clearing the line after the snow melts is always a problem.

than normal passenger equipment and give every photographer an unobstructed view. When we rode the line, a gondola was tied onto the rear of the train for those wishing a still clearer view.

Fans wishing to chase the train by automobile will be able to follow practically right alongside from Chama to just past Cumbres, and the train is slow enough to allow many photo stops.

Besides the fine train ride, which gives everyone a definite taste of what narrow gauge passenger service was like, as well as increasing the mysterious "narrow gauge fever," which many fans succumb to, the Chama engine facility is a real treat.

The yard is clean, with the station, enginehouse and fueling facilities in fine condition. Many of the stored Mikados are lined up outside, including Mudhen #463, which the railroad hopes to have operating some day. Eventually, the C&TS hopes to extend the roundhouse to its original size, and allows no buildings constructed north of the station that were not part of the original D&RGW.

483

Cumbres. The train takes a breather for a few minutes and allows passengers to stretch, take care of nature, and get a snapshot for the family album.

South of the station, the railroad has stored a large number of freight cars left by the Rio Grande when normal freight operations ceased. Since they are in a variety of external conditions, the owners wisely decided to store most of them away from the engine facility, leaving the small yard clear and not giving the impression of a junk yard.

Visitors are free to inspect the various cars, and practically every type used by the narrow gauge is represented, including some MW cars, idler flats, boxes, gons, reefers, coaches, drop-bottom gons, as well as a myriad of parts.

If you're planning to make the trip to the Cumbres and Toltec Scenic Railroad, there are a few items you may wish to keep in mind.

Motel accommodations do exist in Chama, however, they quickly sell out during the peak operating season. While only one, the Elk Horn Motor Lodge, is listed in the AAA Guidebook, the phone numbers of the others can be obtained through long distance directory assistance.

If you're planning to stay in Chama

Traversing one of the many sharp curves, #484 fights uphill as fans record the action. The open-air cars are natural for photography.

Paddling into Chama and the end of the six-hour trip, spirits are still high. The entire operation is maintained as a working railroad, lending an air of unequaled authenticity.

The Chama yard is quiet now, waiting for tomorrow and another day of operation. The motorized inspection car precedes all trains, checking for landslides.

Kept under steam in preparation for the next day's trip to Antonito, mike #483 steams quietly to herself with caretaker Watts minding the fire.

When the railfans and sightseers are gone, there's still plenty of work to do. Bernie Watts, the night caretaker, makes sure the journals are well lubricated, on a car.

Nighttime finds one of the 2-8-2's being refurbished in the two-stall Chama enginehouse. Money permitting, the facility will again boast an actual working turntable.

The stored equipment is just south of the station and engine facility and includes a variety of equipment freight, passenger and MW.

Thanks to planning by management, this scene could have been anytime.

it might be advisable to spend a dollar or so and confirm motel reservations by telephone. There are no major cities in the immediate area, so it's Chama's sleeping accommodations or nothing.

There are several restaurants in the area, and eating is no problem, although you can expect large crowds during the peak season.

If your trip to narrow gauge country includes the family, some form of recreation for the kids during the trip may be in order. The six-hour trip may be too short for you, but

To obtain a schedule of operations for the 1974 season (it begins on May 24), as well as current fares, write to: Cumbres and Toltec Scenic Railroad, P. O. Box 789, Chama, New Mexico 87520.

One word of advice. Don't procrastinate. Colorado is beautiful this time of year, unless you don't like blue skies and green mountains, and there's no better time to acquaint your family with an honest steam railroad as well as reacquainting yourself with the sounds and sights of steam and narrow gauge all rolled into one.

THE
CUMBRES & TOLTEC SCENIC RAILROAD
owned jointly by
The STATE of COLORADO AND The STATE of NEW MEXICO
leased to and operated by
SCENIC RAILWAYS, INC.
P.O. BOX 325 ANTONITO, COLORADO 81120
P.O. BOX 789 CHAMA, NEW MEXICO 87520

AN IN DEPTH LOOK AT THE NEW FRENCH TURBO

Amtrak history was made on February 28, 1973. Interest had been growing in the United States in the area of self-propelled passenger trains to swiftly handle non-electrified corridor routes. Amtrak had taken a long hard look at its own equipment roster, while simultaneously eyeing other equipment available, both second hand from passenger-freed railroads and new equipment builders.

Long distance equipment could easily be found, as nearly all railroads which were in the passenger business on April 30, 1971, found themselves without that burden on May 1, 1971—and with much passenger equipment which Amtrak had not exercised its option to purchase. But the long distance trains were not hurting, as cars and locomotives were being rebuilt, and EMD had SDP40F's on the drawing boards. Instead, it was the short distance corridor trains which needed attention.

Despite gray skies and impending bad weather, interest was high along the route and many local residents turned out. Turbo is at Fort Wayne, Indiana.

Locomotive drawn trains of three to four cars offered the capacity required for such popular runs, but due to the extreme weight of the trains, schedules suffered because of the midway station stops. Budd's Rail Diesel Car (RDC), which can still be found in some quantity in the eastern portion of the United States, was a possibility, but most cars have seen grueling use as commuter trains, and none is newer than the Reading Railroad 9152, built in December of 1962.

Amtrak. Is The Future Now?

By Gordon Lloyd, Jr.
Photos by the author except as noted

Still, when coupled into trains, RDC's have the required capacity, but lack the acceleration that Amtrak would like on its high density routes. So, with this in mind, Amtrak went scouting in Europe for the answer to its problems.

In search of a train which would compete econonmically against both air travel and automobile, and yet not require an electrical overhead system to supply energy, an obvious stop was France whose French National Railways (SNCF), began operations with first generation turbine trains in 1970. Known as ETG, these first turbos ran up an impressive record of over five million miles in two years' service between Paris and Caen, and Paris and Cherbourg. Extremely high reliability and a 25% increase in ridership were high notes in their success story.

Their success lead to a second generation version, the RTG; *"rame a turbine a gaz"* or more simply gas turbine train. Amtrak's interest was however to be found in this second generation version, which embodies several improvements over the original turbines, including higher speed, greater passenger accommodation, and supplemental rider comforts such as greater capacity air-conditioning, and additional sound proofing. Assessments and deliberations lead to a contract between ANF-Frangeco, the builder of the turbos, and Amtrak, which was signed on that last day of February, 1973. The United States would now sample the RTG.

Through the courtesy of the French National Railways, two trains were released to Amtrak for a one year lease. During this lease, Amtrak would be allowed to use the time proven method of evaluation: actual revenue service.

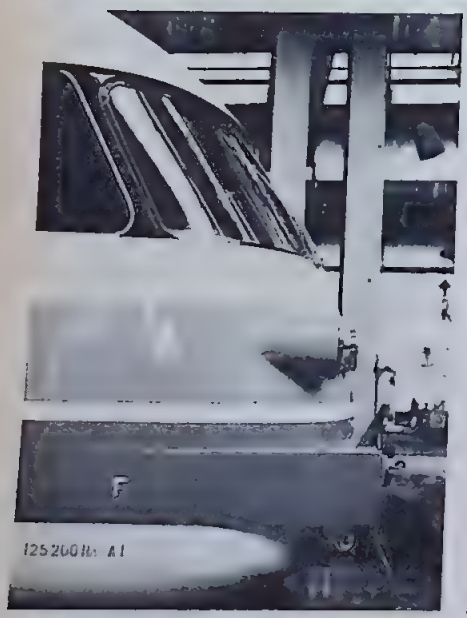
The story began late in July at the ANF-Frangeco factory, at Crispin, France, near the French-Belgian border. With construction completed on the two RTG trains, they were towed to the coastal port of LeHavre. Loading began on July 28, when each car from the two five-car train sets were placed into an underhold deck of the Atlantic Container Lines ship "Atlantic Cognac," which had previously been equipped with four parallel sets of rails. The loading process of the 10 cars, a rubber tired low-boy trailer and ramps to be used for unloading was scheduled for twelve hours. On July 30, the "Atlantic Cognac" set sail for its trans-Atlantic destination, Port Elizabeth, New Jersey, with arrival scheduled for August 6.

Unloading commenced on August

Amtrak

Amtrak

Typical scene on the original run. Thanks to advanced publicity, Turbo captured the lead news story on many local TV and radio stations.



A face not easily forgotten, Turbo #60 cools her heels at Pittsburgh, August 10, 1973.

Looking back from the forward portion of power car #60. Riders are treated to comfortable semi-reclining chairs, large windows and carpeted floor.

8; minor repairs and final acceptance of the Turbos were made at Port Elizabeth, after the culmination of the set-up. Minor mechanical difficulties cropped up and the first Turbo spent an extra 24 hours at Newark, N.J., the kick-off point for the Amtrak press run. Yet, by 6 a.m. on Friday, repairs had been attended to, reporters, photographers, and various technicians from the medias, eased out of Newark, N.J., destination, Chicago, with a stopover that evening planned for Pittsburgh, Pa. Crowds greeted the revolutionary train all along the route, which was that of Amtrak's train #41, the "Broadway Limited." News coverage and speeches marked a bright first day for the Amtrak Turbo on August 10. Breezing into iPttsburgh in the early evening, Amtrak officials, press guests, and the Turbo crew detrained to plan their evening.

Twelve hours after their arrival in Pittsburgh, Amtrak officials, the press and crew once again found themselves onboard the French-built train, this time on the last leg of their trip to Chicago. This day, Saturday, August 11, was marred by an almost unending display of electricity in the sky and the rain which perpetually accompanies such a show. But, interest in the French train could not be contained. The public wanted to see the train which could possibly bring an about-face to the discouraging passenger industry, and they were determined not to let a little precipitation spoil their chances.

Arriving in Chicago, the clouds attempted to break up, and the sun shone. Local television crews filmed the run-bys which were staged at the Santa Fe's Archer Ave. shops for their benefit, just prior to the movement of the RTG to the as yet uncompleted turbine maintenance facility at Brighton Park.

Dazzling photos of the spectacular train were aired on the evening news programs, and it looked as though Amtrak's turbines could possibly meet with public approval. Interior views displayed the bright passenger areas well. Those viewing the newscasts on color television were certainly in for a treat when the brightly colored orange interior was flashed upon the screen. Designed in much the same manner as today's airline interiors, the RTG reflects the fact that travel aboard the Turbo is intended for corridor operation. Carpeted floors, and combination fabric and vinyl seats, while emphasizing ease of maintenance, have been skillfully blended together to create an atmosphere which will appeal to the riding public. Large windows offer the passenger a more than ample view of the scenery which

tends to fly past.

Mechanically, these turbine trains exhibit features previously utilized by rail vehicles which have seen use in this country, although not necessarily within the same package. The turbine was put to use by the Chesapeake and Ohio, the Norfolk and Western, and of course, the Union Pacific. The hydraulic transmission gained fame in the 1960's in the diesel-hydraulic units employed by both the Denver and Rio Grande Western, and the Southern Pacific. However, combining turbine prime movers and hydraulic transmission produced the spark which sets this train apart from other self-contained vehicles.

Acceleration, equal to 1.05 miles per hour per second (MPH/S) will enable RTG to fulfill a multi-stop schedule and arrive on time at its destination, while simultaneously allowing the reduction of travel time, probably the most important criteria if the train is to become a success. The two turbines, one located in each power car aboard the train, combine for a total of 2,280 horsepower, or 1,140 horsepower per turbine.

In addition, onboard electrical requirements for auxiliary system, air conditioning, bar-grill area, and lighting use are handled by an alternator driven by a 340 horsepower turbine, also located in the power cars. Fuel capacity of 2480 gallons easily allows for a round-trip without refueling for the normal corridor journey. Excellent braking also aids in reducing travel time. A normal station stop from a speed of 100 mph can be made in 4,400 feet. Three braking systems are employed by Amtrak's RTG's: hydrodynamic, conventional tread brakes and supplementary disc brakes, combining for both safety and efficiency.

Financing of the two experimental trains was consummated with the execution of a lease contingent on the payment of a lump sum of $202,500 to ANF-Frangeco. This was for the purpose of covering unusual expenditures incurred in connection with the transaction such as translations, drawings and travel. Upon the acceptance of the Turbos at Port Elizabeth, Amtrak began to pay rental equal to $107,000 per month for the two trains. According to the lease agreement, Amtrak has the option to purchase these first two RTG's anytime during the first twelve months of the lease for $5,807,500. A credit of $180,000 for each monthly rental payment made will be credited to the total purchase price upon acquisition of the trains.

During the period of the lease, Amtrak has the option to also purchase an additional four or eight trains, however this option will be subject to three determining factors: concurrent order with the French National Railways, standard escalation figure in France, and whether four or eight trains are to be purchased. Amtrak has estimated the cost per train, should eight be purchased, and assuming the French price index does not fluctuate drastically, to be $2,700,000.

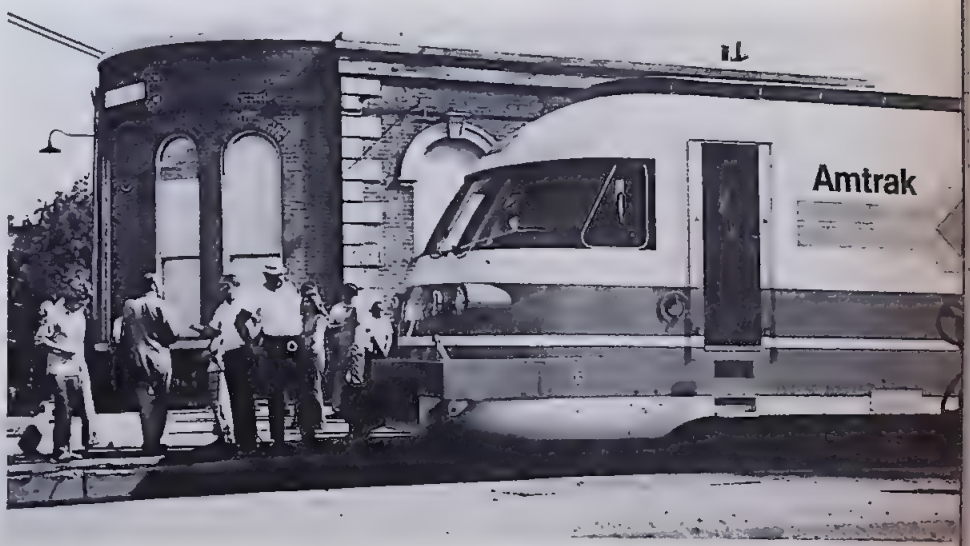
Amtrak's two new French-built Turbos, and the United Aircraft Turbotrains which will call the midwestern corridors home, are to be serviced at the new $3 million Brighton Park facility, not far from downtown Chicago. Daily inspections, as well as heavy maintenance, will be performed by the Amtrak personnel who will staff this new facility. Amtrak employees will be used exclusively instead of the railroad employed maintenance people who service the conventional mainline equipment at various railroad installations across the country. Budd-built Rail Diesel Cars (RDC) which are scheduled to operate on lighter trips from Chicago on various routes will also be serviced at this new facility, but mainline equipment will continue to come under the care of the railroads which operate the trains for Amtrak.

Initial RTG assignment is on the Chicago-to-St. Louis trackage of the Illinois Central Gulf. This 284-mile trip calls for a four hour and fifty-nine minute schedule, which averages out to be approximately 57 mph, and includes four stops en route. Weekday service includes two round trips per train, supplemented by one early morning conventional train in each direction. September 28 marked the inaugural operation between Chicago and St. Louis, for which 200 persons were onboard the train, and three days later, on October 1, regular operation commenced.

Turboliner advertisements in the form of posters and newspaper spots were displayed in the Midwest to promote the new trains. Amtrak's Nationwide Schedule of October 28, 1973, displayed an ad in which one of the French-built Turbos is superimposed onto a seagull—the ad reading, "Introducing the jet train that glides down the track . . ." Schedules for the Turboliners also appeared in the same timetable.

Mixed emotions have been aired by Amtrak patrons concerning the new trains. While the modern trains spark delight in many passengers, complaints by regular riders have filtered back to Amtrak regarding the loss of the parlor cars, and of course, a real diner. Perhaps it is unfortunate that Amtrak selected a route which already possessed excellent service, thus the new Turboliners have gone unappreciated. Unhappily, the trains are restricted to 79 mph, making their 125 mph capacity a folly. But, the new trains may well have a bright future in store for them.

The impending limitation of interstate and highway speeds as proposed in President Nixon's Energy Speech on November 7, will slow the automobile traveler, making the average 57 mph of the Turbos a bright spot in their day. Also, the scarcity of liquid to propel private automobiles may soon force the auto crazed public onto the rails, since air travel requires almost twice the monotary outlay for the same Chicago-to-St. Louis trip. It may just take these unfortunate drastic measures to show the public just how much the rail industry has to offer. Amtrak has faith in itself, and in its new Turboliners, now it is up to the public to decide the route which the future will take.



The second day of the Amtrak press trip to Chicago found the French Turbo being inspected by residents of Crestline, Ohio.

HOLLYWOOD H

IT'S RAILROAD MOVIE TIME AND THE RESULT IS A SURPRISINGLY GOOD AND ACCURATE FLICK

By Rick Hacker

It's been a long time since Hollywood has produced a celluloid saga for Ferrophiliacs. In fact, the last good train motion picture I can remember seeing was "Union Pacific," back in the 1940's. Of course, there was that great 1926 silent classic "The General" with Buster Keaton, but that was a little before my time.

Now 20th Century Fox has realized that the glory of steam railroading can be a pretty spicy background for their latest adventure film, "Emperor of the North."

The film centers around depression era railroading of 1933 in the Willamette Valley of Oregon. Practically all of the film is of rolling stock, stations, sidings, yards and hobo jungles.

In the railroading film Lee Marvin plays the role of "A No. 1," king of the rail-riding hobos. Ernest Borgnine is The Shack, a brutal, heartless conductor who punches more hobos than tickets. Therein lies the plot of how Marvin cunningly outfoxes Borgnine by sneaking aboard Engine No. 19 and riding for free. According to the hobo's rituals, anyone who can stay aboard Borgnine's train for one mile is crowned Emperor of the North Pole . . . which in essence means, ruler of nothing. The story is complicated with the addition of Keith Carradine, who plays Cigarette, a young greenhorn whose lack of savvy threatens Marvin's easy-going world, and ends in a life-and-death battle between Marvin and Borgnine aboard a highballing freight.

It ain't exactly a vista dome lounge, but the view is great. Lee Marvin demonstrates the riding accommodations available to the hobo of the 1930's.

Of course, in my book the real star of "Emperor" is the wonderfully preserved Oregon, Pacific & Eastern Railway. The story was to have originally taken place in the American Southwest, but the Oregon scenery and trackage so impressed Kennith Hymen, producer of the film, that he had the screenplay revamped to fit the Northwestern locale of thick forests, flowing rivers and fog-veiled mornings. Fans of the OP&E know that it usually runs "from Cottage Grove to Nowhere" and will have to

ITS THE RAILS

If the door is locked on the car then you'll just have to burn your way out. The old wood Milwaukee Road stock car gets a bit of "heat" from the movie special effects crew.

Photos courtesy 20th Century Fox

Some good interior cab shots included in the movie, while character actor Malcolm Atterbury, himself a railfan, played the engineer.

grit their teeth as the movie version has the short line chugging to Portland . . . a stop that the OP&E has never made before. But that's show biz.

Originally named the Oregon & South Eastern (Old Slow & Easy as it was called by the old-timers), the OP&E was built in 1902 to haul gold ore from the Bohemia Mountains. It ran from Cottage Grove to Disston, 20 miles east. The line (re-named Oregon, Pacific & Eastern in 1914) hauled freight and passengers to the mining and lumber camps upcountry and terminated near Culp Creek. OP&E eventually switched to diesels, but revived steam railroading during Oregon's Centennial "Bohemia Days" in 1959. Ever since then, summer excursion trains have steamed between Cottage Grove and Bohemia

The old-time equipment used in the movie was very authentic, and most of the movie was very true to real railroading.

loop, the world's tightest turn on a standard-gauge railroad.

Main-line operations of frequent trains would have made filming of "Emperor" impossible, as 95 percent of the film footage is shot on or near the railroad. However, little-traveled OP&E only ran its occasional freight trains at night, and its tourist excursion train, The Goose, only made one round trip daily, Monday through Friday. Nevertheless, close coordination was necessary between the railroad and the movie company in order to minimize delays for both operations.

The star performer of the railroad is feisty locomotive No. 19, a 1915-vintage Baldwin Mikado. No. 19 began its career at a Mexican mine, got shot up during Pancho Villa's wars, and later went to work for California's McCloud River Railroad. In 1953 No. 19 joined the Yreka Western Railroad linking Yreka and the Southern Pacific eight miles away, and finally moved to OP&E in 1971. When not before the "Emperor" cameras, No. 19 pulled the Goose and returned to railfan use for good after completion of the filming.

Midway in the shooting schedule, a hefty addition to show business, 90-ton locomotive No. 5, switched from Arizona mining to join No. 19. The steam veteran played a dual role—first pulling a Fast Mail that nearly plowed into the freight train, and then got a Hollywood make-up job to become No. 27 which powered the crack Prairie Express in the film.

Thanks to the OP&E's historical collection of rolling stock, a number of steam-era "co-stars" were born. From the collection came an antique caboose, a tank car that doubled as a reserve water supply for the locomotive's boiler during all-day filming, and a mini-gondola on which Marvin and Borgnine have their rather brutal battle near the movie's conclusion. In addition, OP&E furnished three passenger coaches and an observation car that 20th Century Fox's technicians repainted "Pullman green" for the film—and repainted again to their original "tourist silver" after the cars finished their movie debuts.

In addition, three mail-baggage cars from the Milwaukee Road and a combination baggage car from the National Railway Historical Society were added to the OP&E roster for the filming. Other units for the freight train included a cattle car from the Milwaukee Road, three Northern Pacific and Great Northern boxcars from their successor company, Burlington Northern, and an old wooden refrigerator car from Western Fruit Express.

Railfan photographers who view

Next time, ride with Amtrak! The Shack tries to dissuade the young hobo from hopping a free ride in the OP&E freight.

Ernest Borgnine gets to play railroader as No. 19 backs up through a turnout, preparing for another run for the camera crew.

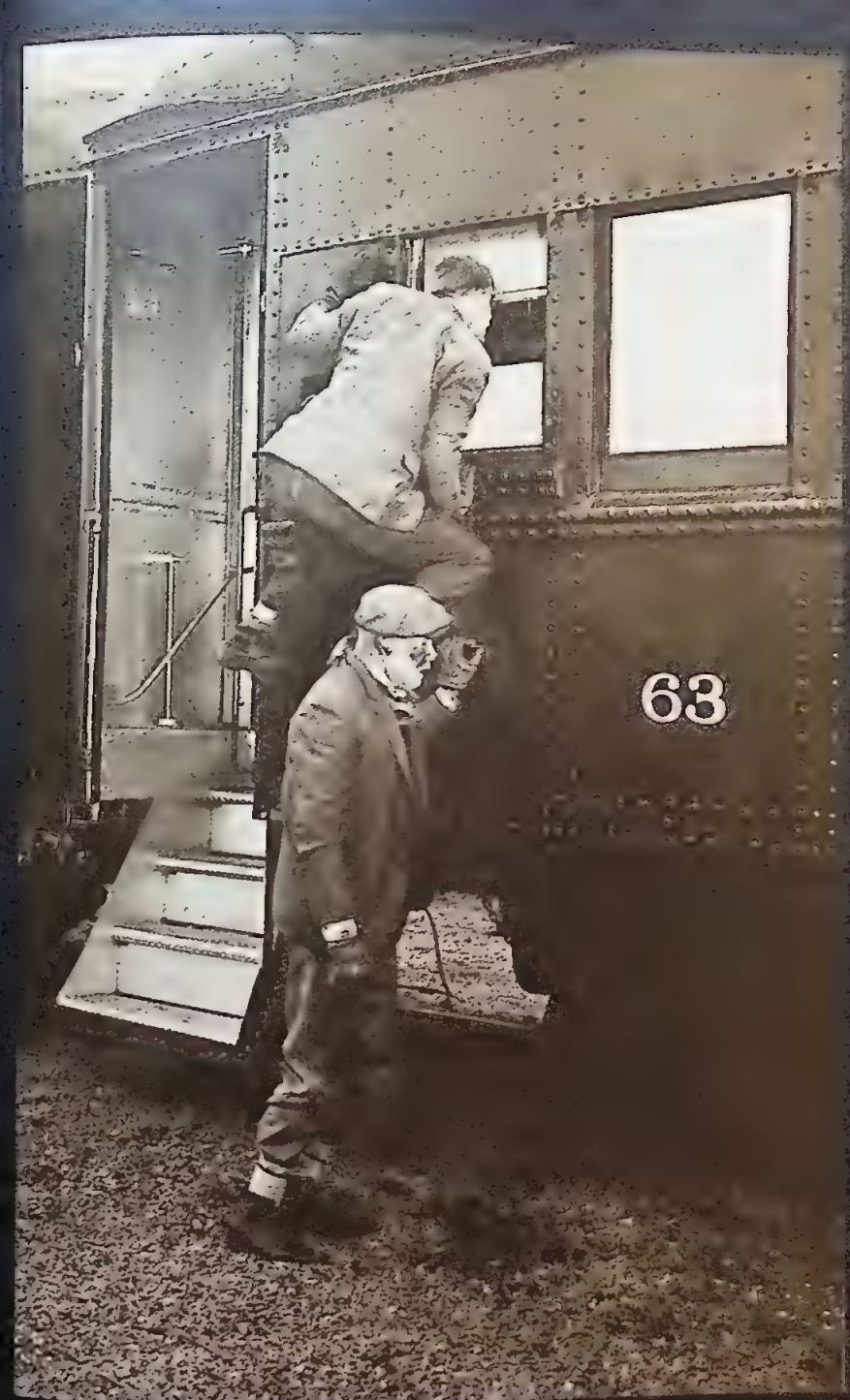
The interior of the OP&E's engine shed is used for the "meeting room" for the crews between runs, with No. 4 as the backdrop.

the film will appreciate the bird's-eye view of the locomotive engineer in his cab, a tramp huddled between the rolling cars, and the brakeman munching a sandwich in the cupola of the caboose. Placement of the motion picture cameras ranged from ground level between the rails—to capture the roar of the Limited—to the top of a 20-foot tower built on the cupola of the caboose, to zero in on Borgnine's train-length chase of Carradine atop the rolling stock.

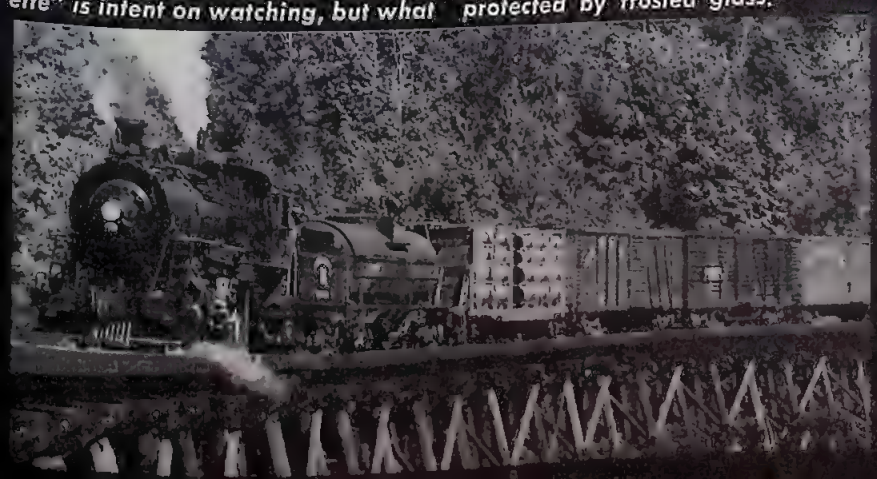
During the filming of these action scenes, vest pads protected technicians from locomotive boiler steam and straps held them safely to the sides of tender and boxcars. Raincoats and special plastic bubbles shielded men and cameras from manufactured rain, for Oregon, despite her reputation for dampness, stayed sunny throughout the entire three months' shooting. In fact, the early-morning ground fog had to be simulated with chemical smokemakers because far too many of the Oregon dawns broke bright and sunny.

In the film, real-life locomotive engineer John F. Newstrom and fireman Robert A. Tennis, both full-time employees of the Oregon, Pacific & Eastern Railway, made their screen debuts in the cab of locomotive No. 5, as they staged a near-collision of two trains. Of course, both men were outfitted in 1933 duds, to fit the plot.

All in all, "Emperor of the North" is an exciting action film that will excite most railfans. However, even though the film is rated PG, the final fight scene between Borgnine and Marvin is a bit overdone and small fry and viewers with weak stomachs should be cautioned to look the other way during those final moments. Nonetheless, this one portion can hardly detract from the rest of the film, which is steam belching, brake squealing, clickity-clack short line railroading at its best. Railfans will find bits and pieces of railroadiana that Hollywood has failed to correctly depict, but that is a minor sin for a film that reintroduces America to the glory of old-time railroading.



We won't comment on what "Cigarette" is intent on watching, but what is usually at the end of a coach, protected by frosted glass.



Steam locomotive No. 19, a 1915 Mikado, rumbles across one of the Oregon Pacific & Eastern's wooden trestles, with the gorgeous Oregon wilderness for a background.

STEAM IN OREGON: THE OP&E

By Henry W. Brueckman
Photos by the author

How one shortline makes passenger service pay

Among the almost two dozen railroads in Oregon, California and Arizona featuring steam operation, only four function as both tourist operator and common carrier: the Sierra, McCloud River, and California Western, all in the north part of the Golden State, and Oregon's one and only steam road, 2½ hours south of Portland and 16½ miles long, the Oregon Pacific and Eastern.

Upon leaving Interstate 5 and pulling into the parking lot, a visitor realizes he is looking at a most interesting variety of rolling stock and locomotives.

There's 2-6-2 #105, formerly operated by the now defunct Veronia, South Park and Sunset Steam RR. A pair of Shays, two-truck Pickering Lumber Co. #8, and three-truck #112, from North Carolina's Graham County RR are also in evidence, with an ex-Coos Bay Lumber Co. 2-8-2T and OP&E's own #1, a 2-6-2T rounding out the motive power.

Although passenger service is only seasonal, freights run twelve months a year, five days a week. The regular power is GE 70-tonner #10, with #11, a rare 100-ton GE center-cab as standby. #9 has just been reengined and is used as the Cottage Grove shop switcher. An RDC, formerly Northwestern Pacific's "Redwood" is also on the property, lettered for the Yreka Western and numbered #100.

Last but not least, is Mikado #19 and 2-8-0 #5. 2-8-2 #19 was famous for years as one of the two Yreka Western hogs seeing occasional service on that road for the past few years. Built by Baldwin in 1915, the #19 moved from Yreka to Cottage Grove shortly after YW's owner acquired the OP&E.

#5 was added when the Emperor of the North was being produced. Formerly owned by the Magma Arizona, the 1922 Brooks product took over most of the passenger chores during the 1972 season.

During the 1973 season, a variety of trains could be observed operating on the OP&E. The timetable listed steam only for the weekends (steam charter runs were handled during the week), with the RDC handling the daily train. But higher than expected patronage made it necessary to run diesel #10 with four cars. This was standard until after Labor Day, when ex-YW #100 once again was capable of handling the load.

A normal summer day on the OP&E begins with the crew arriving in the later morning hours at Cottage Grove. The 70-tonner switches the yard and prepares the daily freight for the afternoon run.

About 1:30 p.m., #10 takes care of on-line switching, leaving #11 to handle the leftovers and the interchange moves with the Southern Pacific.

At 2 p.m. sharp, #10 and the four passenger cars with about 200 riders begin their trip on the OP&E on a train made up of various ex-mainline streamlined passenger equipment along with a Canadian observation car.

Speed is kept low as the train clangs through several grade crossings. At Walden, the track veers left, aiming for a steel truss bridge crossing Mosby Creek. An historic covered bridge can be seen a few hundred feet to the right.

The little train is traversing flat grazing land now, with the hills and grades looming in the background. Clicking across the Row River on a wood-trestle, the horn screams for another highway crossing, and as soon as the last car clears, #10 gathers speed for the steep grade that lies ahead to Dorena Lake.

The line is skirting the lake now, dipping into small pine forests and crossing an occasional river. Nearing the eastern end of the lake, the track changes direction, this time northeast. A few apple orchards take turns with farm houses at Dorena until the train reaches Culp Creek and the end of the line.

The Bohemia Lumber Co. is visible on the other side of the river, a spur leaving the main to reach it over a timber bridge.

The line now ends with a balloon track, built to turn the passenger train. The rails went another six miles, but were abandoned in 1952. The seven mile Mosby Branch, quiet since logging ended on it in 1970, is still intact.

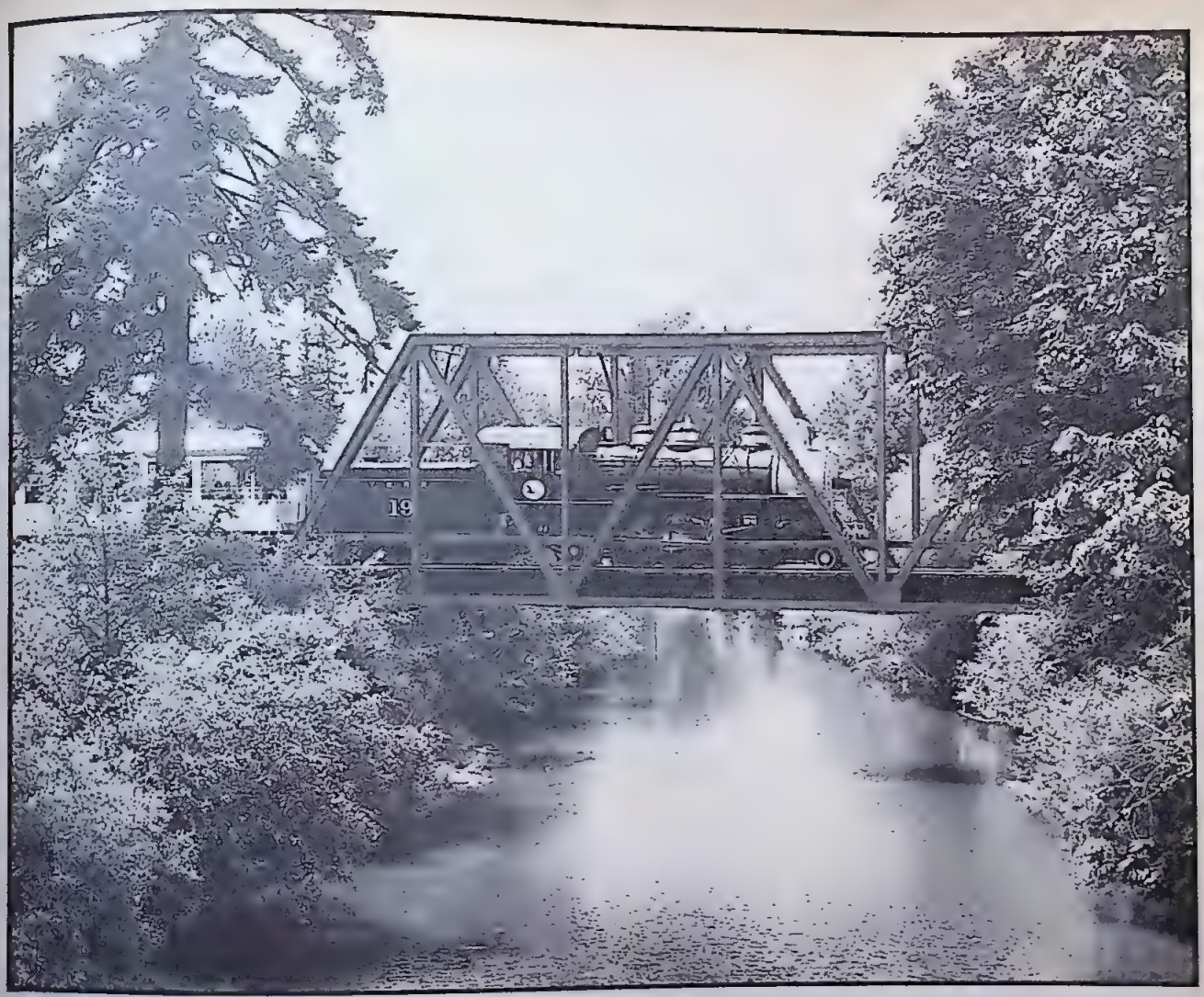
Passing a row of chips cars being loaded, #10 and train proceed to move around the loop, the advantage being to give all the passengers both sides of the trip without changing seats.

On the weekends, train time is at 10 a.m., but now the Iron Horse takes over on the OP&E, breathing steam and roaring a crescendo exhaust through the otherwise peaceful valley.

With a veil of white steam trailing behind her, #19 takes upon herself the task of hauling seven cars over the grades and curves that make up the OP&E.

The Village Green Station in Cottage Grove is the beginning point for the various passenger trips, including riding an RDC.

In addition to the passenger tourist business, the OP&E has a lively freight operation as well. Here No. 10 returns after a day's run with the local freight and its staple, lumber.



No. 19, formerly on the Yreka Western and still bearing the YW lettering, crosses the Mosby Creek bridge in the 1971 season.

No. 27, all dolled up for her movie work, was purchased from the Magma Arizona after that road went exclusively to diesels.

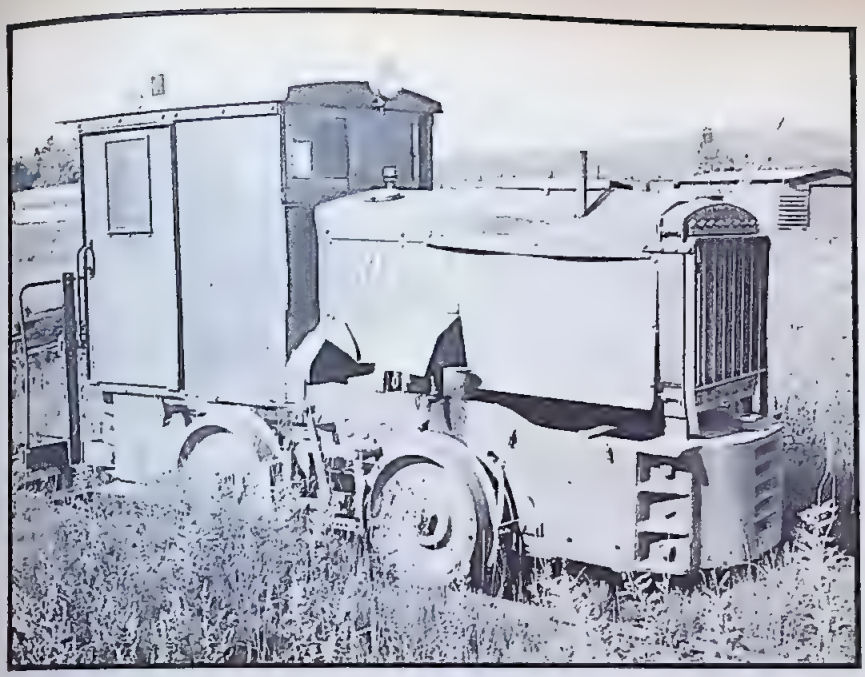
At Culp Creek, the OP&E switches the lumber mill which can only be reached by this timber bridge, a structure that carries both automobile and rail traffic.

A meet during the movie work on what's left of the Mosby branch. No. 4 is leading the passenger run with an ex-WP generator car.

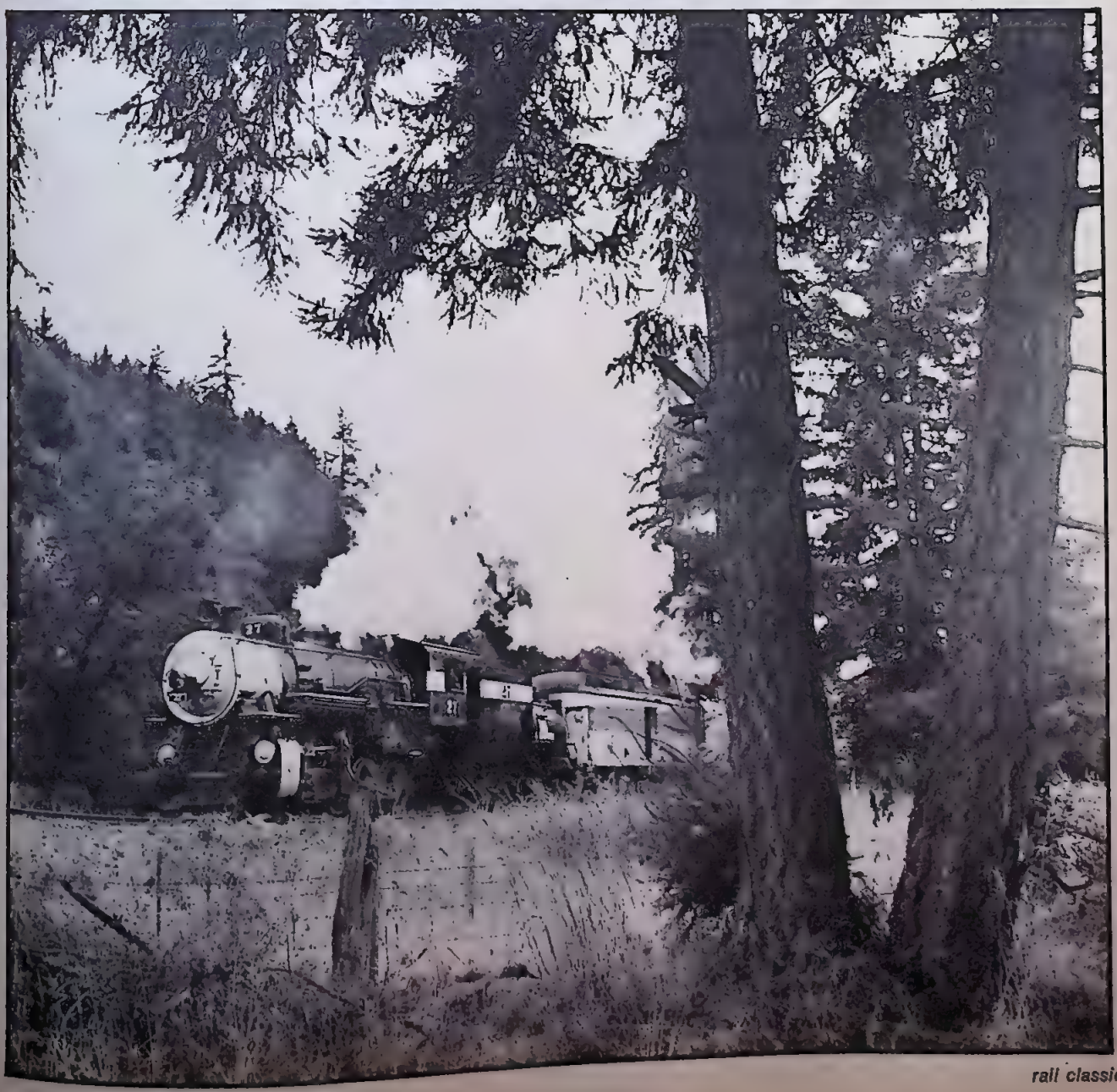
Before and after the main tourist season, ex-NWP Budd RDC #10, seen here with YW #100 lettering, holds down the passenger runs during the week.

Along with the sparkling clean 2-8-2 is this picturesque enclosed water tank located at Village Green, the railroad's headquarters.

OP&E #11 is one of a pair of 100-ton GE's originally built for the Monongahela Connecting, a Pennsylvania steel mill orientated shortline, in mid-1941. While serving on the MC, the unit was repowered with Cummins engines. Bob King photo.



Plymouth switcher #9 is currently being refitted with a new engine, and will be used again to move cars around the repair shop.



Sitting in the middle of nowhere, this little shortline even sports a baywindow caboose.

SAGEBRUSH, COTTON AND GRAVEL

By Gary G. Allen

Out in the wide open spaces of West Texas there is a little known short line that most railfans have overlooked; it's the Pecos Valley Southern. Daily, except Sunday, usually in the morning, either unit #7 or #8, both G.E. 70-tonners, rumbles to life inside the well equipped two-stall engine house at Pecos, hard by the Texas and Pacific mainline. Soon one of the two 600-horsepower units is headed for the interchange to pick up empties left by T&P and Santa Fe.

Pecos is an important farming and ranching center serving the Pecos and Madera Valleys, and the three railroads play an important role in the economy of the area. The T&P, now operated by Missouri Pacific, provides a rapid east-west rail link with Dallas, El Paso and points beyond, while the AT&SF serves Pecos from the north via an 88-mile branch (once known as the Panhandle & Santa Fe Railway) out of Carlsbad, New Mexico. Oddly enough, it's this Santa Fe branch line that runs through the Pecos Valley, while much of the PVS line once ran in the Madera Valley.

Switching accomplished, the train is made up, and the road's only crummy, a steel bay window caboose purchased new in 1949, is coupled on while the conductor gets

The station at Balmorhea on the abandoned section of the line. Construction of new freeway cut southern part of unused line off, but rails and station still remain. John Walker photo.

The railroad's compact but modern open-air enginehouse at Pecos, Texas. Unlike many smaller shortlines, PVS prefers the traditional caboose on the tail end of the consist. Return trips find crummy behind the engine. John Walker photo.

Coming and going, GE 70-tonner #7 takes the day's consist south to Collier's Spur and the gravel pit. The PVS operates six days a week. Gary Allen photos.

his orders from the general offices across the street. Highballing out of town, the train swings south across busy U.S. 80, and heads down the main line; twenty-nine miles of flat, straight track leading to Saragosa.

As the yard limit sign fades in the distance, the crew contemplates the day's chores of switching cotton mills and gravel quarries along the way. Rocking and rolling past fields of cotton, from whence PVS derives much of its revenue, the train clips off the miles at the maximum speed limit; 19 mph. Although the rail varies anywhere from 40 to 110 pounds, the section crew maintains the right of way in excellent condition.

Cattle are no longer carried, but abandoned loading chutes along the way indicate that the movement of livestock once played an important role in the economy of PVS. Indeed, it was for the transportation of sheep and cattle that the Pecos Valley Southern was built.

A charter was issued in 1909 by the State of Texas, but it was nearly two years later before the railroad was completed. The financing of the PVS was largely a local venture, and when the first train, a passenger special, chugged out of Pecos on April 6, 1911, folks from all over West Texas were on hand for the festivities. Launched with high hopes of eventually extending the line across the rugged Davis Mountains to Presidio on the Mexican border, the PVS never went beyond Toyahvale, forty miles south of Pecos.

Passenger service was offered for a while, but with the coming of the automobile and improved local roads it was discontinued. In addition to the movement of livestock; farm produce, cotton and its by-products, and eventually even gravel became important sources of revenue for the PVS.

Workhorse of the railroad was engine #5, a little 4-6-0 oil burner that was built by Baldwin in 1897, and purchased second hand from the T&P. Down through the years the Five Spot chugged, truddling box, reefer, cattle, and gravel cars between Pecos and Toyahvale, her 57-inch drivers flashing in the sun, and a plume of smoke to mark its passing. But "the age of steam" on the PVS came to an abrupt end one bright July morning in 1949 when #5 blew up across the street from the general offices.

Suddenly without power, PVS leased a diesel switcher from T&P while the management went shopping for a new locomotive. The choice of the two G. E. 70-tonners, built new for PVS in 1949, has proven to be a good one, for both engines are going strong today, nearly a quarter of a century later. Operated individually, the engines are capable of handling trains over the level line with ease. And with the availability of new parts, #7 and #8 will be around for some time.

The PVS has had its share of financial ups and downs, and several owners including the T&P. The present owner is Trans-Pecos Materials, Inc. While business is good, during the past few years it has declined on the southern end of the line, and trains seldom ventured below Saragosa to serve the feed mill and stock pens at Toyahvale. In 1971, when U.S. 280, which crosses PVS at Balmorhea, was being upgraded into Interstate 10 it was decided that the eleven miles of rusty track between Saragosa and Toyahvale were not worth the expense of building a freeway over-pass across, and that portion of the line was abandoned.

The Pecos Valley Southern is an efficiently operated short line that stays in the black. And it retains the individuality that can be found only on a short line. So the next time you're out West Texas way, take the time to visit the friendly PVS, where the railfan is still a novelty.

Morning Train from Da Nang

WAR IS HELL, BUT THAT DIDN'T STOP THE VIETNAMESE FROM KEEPING THE TRAINS ROLLING

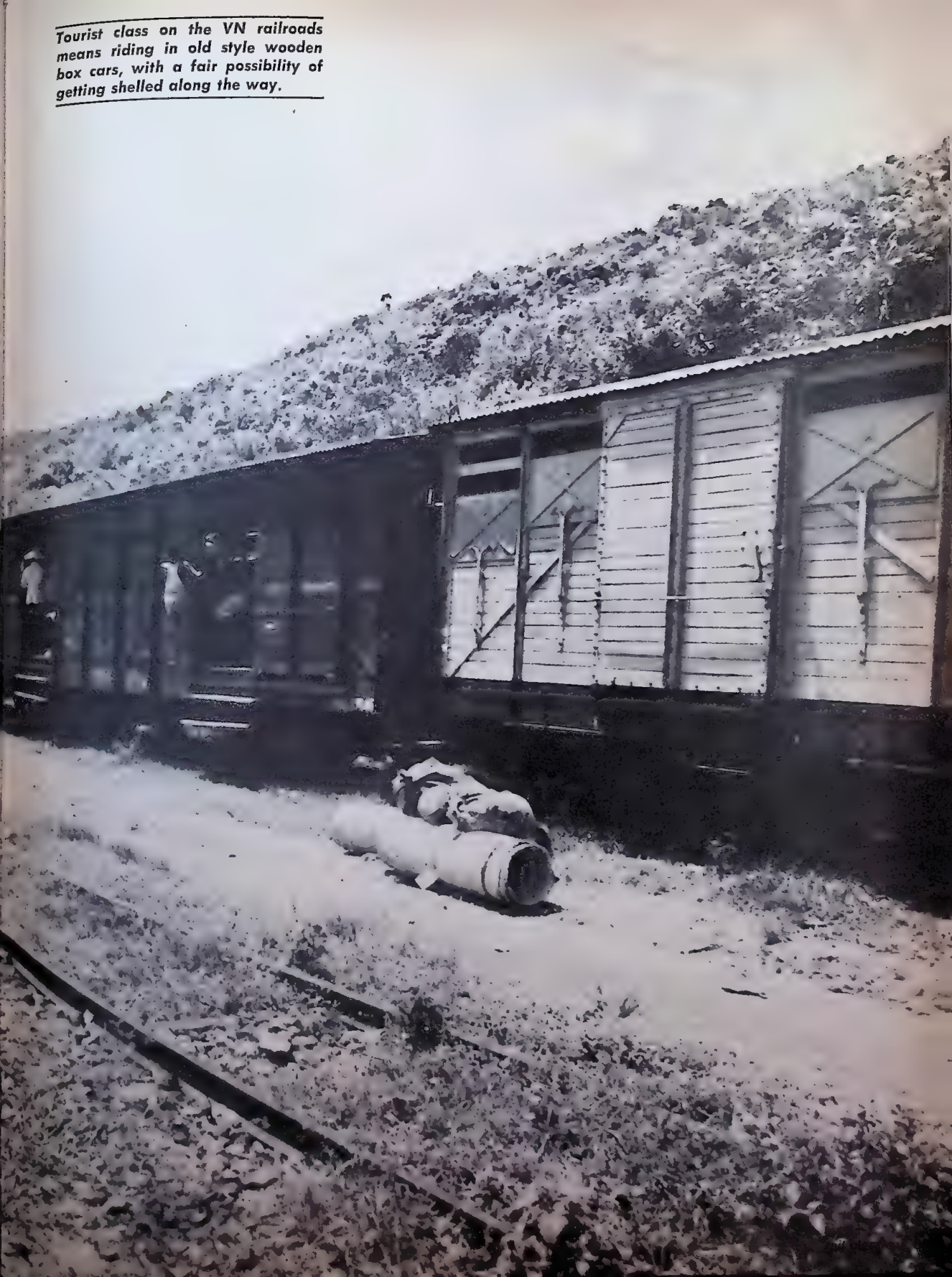
By Ernest H. Robl
Photos by the Author

If you think your favorite northeastern corridor railroad has problems because the balance books don't add up, try to imagine the following: a railroad trying to operate over a stretch of more than 600 miles, but broken up into many noncontiguous segments; a railroad with mismatched rolling stock, manufactured in several different countries, with different types of couplers; a modern-day railroad that uses a mixture of diesel and steam motive power and has to order spare parts from thousands of miles away; and a railroad, already handicapped by having to operate through jungles, mountains and lowland prone to flooding from monsoon rains, that is constantly having its right of way mined, bombed and otherwise demolished.

Any one of these problems would be bad enough, but there's one railroad whose almost fanatically-loyal employees take all of them, and many others, in stride despite the fact that many of their number have been killed, wounded or crippled trying to keep the trains rolling.

The Vietnamese National Railways have all of these distinctions as well as an abundance of spectacular scenery.

And while a railroad embroiled in one of the longest and most bitter wars of modern history hardly seems the proper candidate for a railfan excursion, a group of friends and I, finding ourselves in the Republic of



Tourist class on the VN railroads means riding in old style wooden box cars, with a fair possibility of getting shelled along the way.

Vietnam courtesy of the U. S. Army, managed to make just such a trip in the spring of 1970.

In retrospect, it appears that if ever there was a good time to ride the rusty meter-gauge rails of Vietnam, it was that spring—at least it held true for that segment of track stretching through the country's northernmost provinces.

The country's military region one, the northernmost quarter of the long crescent-shaped republic, was in a lull between two storms. The Tet Offensive during which Communist troops had managed to seize many of the provinces surrounding Hue and had even raised their own banner over the ancient Hue citadel — a thick-walled stone fortress that had once been the capital of Vietnam's emperors—was in the past.

And though American troop strength had already started to decrease, the United States military presence was still strong. American helicopter gunships were still readily available to patrol the single-track line.

For the moment, at least, the threat of enemy attack was no greater than the threat of collision with an overloaded truck at an unprotected grade crossing.

It was a time of rebuilding for the railroad in the I Corps area. On other trips north of Hue—following dusty Highway 1 either by jeep, truck or helicopter—we had watched battered steam locos pushing work trains toward the provincial capital of Quang Tri, trying to reconnect the few segments of track that had not fallen victim to either enemy sappers or monsoon-caused washouts.

The lowlands north of Hue were laced by literally dozens of streams, carrying the water funneled together by the mountains to the west. The streams, in turn, were connected by canals carrying water to the seemingly endless quilt of rice paddies.

Each body of water required a bridge. Each bridge was an Achilles heel for the war-torn railroad—easier for the Viet Cong to destroy than it was for the local militia to protect and always subject to water damage from unpredictable monsoon rains.

But, slowly and steadily, in that spring of 1970, the bridges were being rebuilt, and damaged tracks were being relaid. For the much troubled and much criticized Vietnamese government, the railroad was a showcase—something that not only worked but at times even appeared to be working better than it was supposed to.

True, the American-built immaculately polished green and yellow diesels were confined to the relatively short stretch between Da Nang and Hue, but optimism was abounding, and some American advisors were saying it would be only a matter of time until the line was complete to Quang Tri and even Dong Ha and the new motive power bearing the national colors could inaugurate scheduled service.

That was, of course, before the focus of combat activity returned to Quang Tri Province within the next year and more bloody fighting raged through the area, but it helped set the atmosphere for the rail excursion in a most unlikely setting.

As an Army information specialist —a military journalist contributing stories and pictures to both military and civilian publications—I'd traveled through and flown over a good bit of the northern provinces, from the North Vietnamese border to areas south of Da Nang, occasionally catching glimpses of the trains slowly making their way through the landscape.

Now, however, in early June I was "getting short"—having only a few weeks left in Vietnam and in the Army. Two friends, one also an Army information specialist and the other a young U. S. Air Force sergeant attached as an advisor to a Vietnamese Army public information office, were also nearing the ends of their tours. We were restless and bored with office routine and came up with the idea of a train trip as the best way to break the monotony.

Our superiors were in a benevolent mood even though the train ride would be of dubious value as far as producing any pictures or stories about what American servicemen were doing in Vietnam. And once we had cleared that hurdle, the rest was surprisingly easy. Someone who knew someone else who was an advisor to the Vietnamese Railways made some arrangements behind the scenes, and a few days later another member of our detachment dropped us off at the aging building that was Da Nang's railroad depot. We shook hands with a few grinning Vietnamese officials, and then we were on our own.

The morning was still new as we watched the train for Hue being made up right at the station platform, or rather what happened to pass for a station platform—a mishmash of steel and wooden coaches and boxcars, some of which appeared to have been transformed

The author in front of one of the Vietnamese diesels. Plaque above number on cab shows loco was bought with U.S. foreign aid funds.

Tiny all wood, four wheel coaches complete with open end platforms make up a majority of the passenger equipment throughout the system.

from the latter to the former, linked by buffer and link couplings that required a nimble-footed Vietnamese brakeman to duck under the cars to make the connections.

Some cars had open end platforms, others, vestibules and some didn't have end doors at all, limiting any movement between cars while the train was in motion.

Passengers, too, were arriving one by one—stern-faced soldiers, some of whom would form the train's guard unit and ride in boxcars; craggy-faced and leathery-skinned older men and women in traditional Vietnamese garb, some carrying their possessions in baskets suspended from the ends of a carrying pole balanced on their shoulders; mothers with children.

The baskets at the ends of the carrying poles were as likely to contain a collection of pots and pans or sacks of rices as squawking chickens or squealing piglets.

In each case, the baskets or whatever bundles of clothing passengers were carrying were thoroughly poked and probed by Vietnamese national policemen before they were allowed on the station platform. The area may have been relatively secure at the time, but just the same, no one was going to take a chance on weapons or explosives being smuggled aboard.

Of our own trio, two of us were carrying pistols; the remainder of our armament included a brace of Nikons each and a full arsenal of lenses.

When the bustle of activity on the station platform appeared to be reaching a climax, we decided it was time to stake out some places aboard the train. Since third class accommodations appeared to be nothing more than four-wheel boxcars occupied by farmers with their livestock, we decided to give one of

There may be a war going on but kids are kids, and they all seem to enjoy a ride on the train with its wood-sided coaches.

A pith-helmeted stationmaster with a flag dispatches trains and also does double duty as the railroad's signaling system.

Once an elegant countryside station, this structure is now only a war-torn ruin. Damaged metal ties have been used to reinforce sandbagged bunker.

the cars designated at first class a try.

It may have been the best the railroad had to offer at the time, but it certainly didn't boast of any luxuries. All the seats were made entirely of wood, and though the peak heat of the afternoon was still several hours away, it was already starting to get warm in the car despite the open windows.

Fortunately though, a few minutes later, with the wave of a flag by the stationmaster and a slight lurch, the train, consisting of less than a dozen short cars, was underway, bringing at least some air circulation to the by now packed car.

Unfortunately, though, the slight breeze was as much air circulation as we ever got as the train never traveled at much more than a snail's pace the entire trip. Whether this was because of poor track work, the uncertainty of what lay around the next bend or other factors, we were never quite sure.

The leisurely pace did, however, give us ample opportunity to study both our fellow travelers and the areas we were passing through, ranging from cardboard shacks on the outskirts of Da Nang to mirror-like lakes dotted with occasional fishing boats and densely overgrown hilly terrain a little later.

Our fellow passengers, including a chain-smoking, unsmiling Vietnamese Army sergeant with a cluster of grenades dangling from his belt, appeared to be little interested in even the more spectacular scenery. Some elderly Vietnamese in the traditional Ao Dai suits quickly dozed off despite the uncomfortable seats.

A young boy worked his way through the car peddling black market American cigarettes and chewing gum from a wooden tray. An old woman dispensed murky-looking tea with some equally murky pieces of

ice floating in it in dusty glasses. We were glad we had decided to bring our own canteens along.

Because we made the journey only once and our combined Vietnamese vocabulary consisted of "hello," "please" and "thank you," we were unable to determine if these vendors were part of the train crew or merely passengers trying to fatten their wallets during the trip.

Within a few minutes, though we couldn't have possibly gone even 10 miles yet, the train was already slowing down for its first stop. The sleepy-looking station appeared to suddenly explode with activity. Men and women in conical rice straw hats were dashing everywhere. Baskets and bundles were being handed in and out of cars, and then, as suddenly as it had begun, the flurry of activity had subsided, and with another wave of a flag, we were underway again.

The scenery quickly became more void of human habitation. We were starting to climb toward the Hai Van, the pass of the clouds. Our path became more winding, with the tracks appearing to cling precariously to steep hillsides on our left and the South China Sea visible for extended periods on our right. Our northward journey became punctuated by more and more tunnels and bridges.

Some of the passengers had sought relief from the heat by sitting in the open doors of cars, their feet resting on the steps, and by the time we reached the summit station, the peak of the grade between Da Nang and Hue, we too decided it was time to cool off. We scrambled down and made our way forward for a closer look at the engine.

The depot was another yellow brick and stucco structure that had sustained a variety of scars since its construction in the days when the

One of the Viet Nam railroad's many war casualties. A blown-up truss bridge in one of the more remote areas has been replaced with a temporary trestle.

French Foreign Legion dominated the area.

What appeared to be an entire company of Vietnamese soldiers was quartered in a string of boxcars parked on a siding.

Inspection pits between some of the tracks at the station were all but overgrown.

When the engineer noticed our interest in his eight-wheel B-B road switcher, a conversation in sign language ensued, and before long, we were invited aboard and stayed on the engine as the train lurched into motion again.

The first things we noticed in the cab were some accessories not found on the typical road switcher elsewhere: two heavy metal shutters that could be slid closed over the side windows in case bullets started flying.

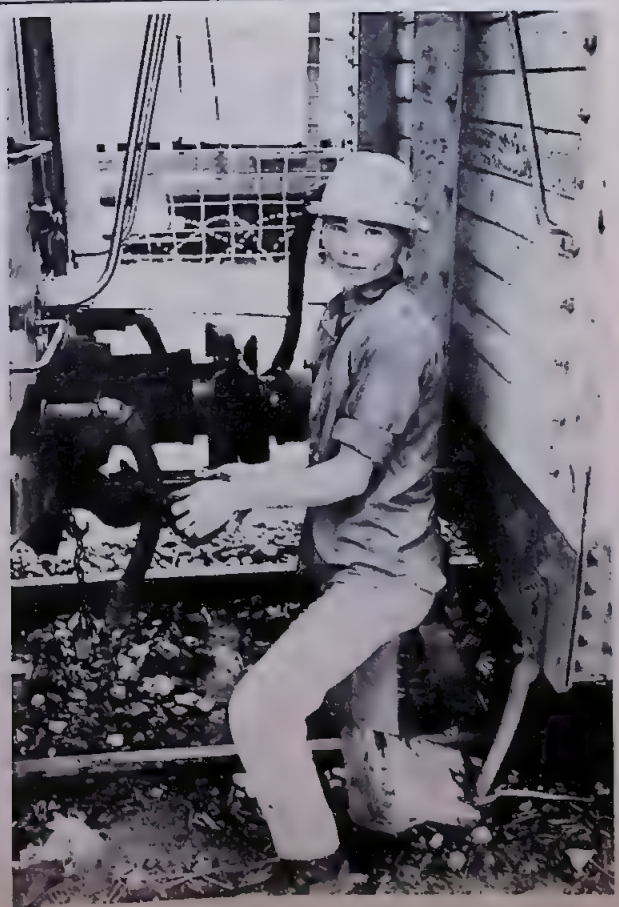
Whatever apprehensions were aroused by these, however, were quickly put at rest when we saw the fireman peacefully dozing in his corner of the cab. We were more at ease, too, when we noticed that the train was no longer operating with weighed down flatcars in front of the engine, that we had observed on some occasions in the past.

The flatcars had been intended to trigger any pressure-actuated mines along the right of way before the much harder to replace motive power reached them. We considered their absence an indication that mines were no longer considered a major hazard in the area.

It was only later that we learned they had been abandoned because the enemy had switched to remotely triggered mines, ones that could be set off when the engine was over them, regardless of what rolling stock was ahead or behind it.

Our airy view from the engine's running boards gave us a much better perspective of the terrain than

A graveyard for demolished railroad equipment is one of the everyday sights along the right-of-way.



The buffer and screw link couplers still requires nimble-footed brakemen to duck under the cars to make connections.

the confines of the coach had. Atop some of the bald stops on some of the higher hills we could see American and Vietnamese fire bases that maintained government control of the area. Occasionally, too, we would spot demolished rolling stock, primarily flats, along the right of way. Sometimes we would encounter sidings that no longer connected to the main line, apparently abandoned because they no longer served stations and because switches in unfortified areas were easier to sabotage than normal track.

A few of the telephone poles at trackside still displayed remnants of wire, but they were merely reminders of earlier, more peaceful times. In an area where the night still belonged to the guerrillas, telephone lines were even easier to disrupt than railroad service. Radio had proven to be a far more reliable link between still inhabited villages.

Dynamited bridges, too, were evident along the way. Heavy truss bridges lay wrecked in river and creek beds and had been replaced by simpler emergency structures, guarded by small Vietnamese military outposts. The flimsy bridges added further speed restrictions.

As we passed each of them, the strange foreigners on the engine drew curious stares from the Vietnamese troops.

On some occasions the tracks ran directly through military bases, with heavy barbed wire barricades being placed across the tracks at night to keep them from being used as a means of access to the base.

The view from the engine also gave us a chance to study the track work. Along most of the way, there was little evidence of ballasting. The tracks appeared to have been laid directly on the only slightly improved right of way. With a few exceptions, metal ties had been used, apparently because the area's monsoon weather took too heavy a toll on wooden ones.

Our progress had been far slower

In early 1970, U.S. forces considered the rails safe enough to ship such non-strategic goods as this trainload of American beer.

The U.S. built Viet Nam diesel locomotives all appear to be in good repair and the yellow and green paint schemes gleam in the sun.

than we had anticipated, and when, early in the afternoon, still more than a dozen miles out of Hue, we met an opposing train at a small station, we thanked our engineer as best we could for his hospitality, and switched over to the other engine for the trip back to Da Nang.

We were tired, dusty, and both our canteens and film supplies were running low. By the time we approached the outskirts of Da Nang, our already deep tropical tans showed signs of reddening a bit more.

It was then that we noticed a sight that had somehow escaped us on the northward journey—a huge trackside graveyard of demolished cars and engines, many appearing to be of rather recent vintage.

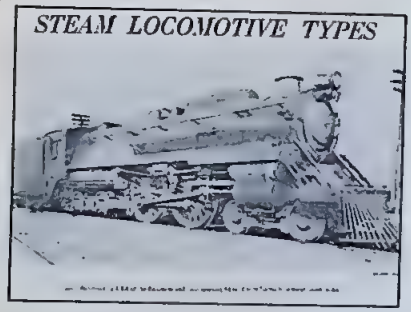
We had been fortunate. The trip had gone without significant incident. The only casualty had been one of my loosely-secured lens shades that had fallen from the moving engine on the return trip. It had taken us almost eight hours to make a round trip of about 75 miles.

Now, sometimes when I watch a string of SCL, Southern or N&W geeps hauling a freight through the countryside, I still think of the strange railroad where the signs in the stations give the kilometers to both Saigon and Hanoi. I think about the demolished railroad bridge over the Ben Hai—the river that separates North and South Vietnam—that I saw on an earlier reconnaissance flight in a small single-engine plane.

Earlier this year there was a news item about the Nam O Bridge just north of Da Nang, the longest bridge in the segment of track between Da Nang and Hue, being blown up. The older smoke-belching ten-wheelers are reported to be seeing increased service on what is now considered a high risk route, rather than endangering the newer diesels.

Sometimes I wonder if that lost lens shade is still rusting away somewhere at trackside. Sometimes I even wonder if those particular tracks are still there.

STEAM LOCOMOTIVE TYPES



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FEATHER RIVER

(Text continued from page 37)

providing transit in both directions, setting it up for through haulage.

As evidenced in Portola, Western Pacific's terminal needs are semi-unusual. Most western roads have major terminals at the extreme ends of long distance running with simple crew change offices plunked down at needed intervals. This road's major terminal is at Stockton but oddly enough both third subdivision limits, Oroville and Portola play a role in support, not to mention the mid-point at Keddie.

The road's major west coast operation is at Stockton Yard but oddly enough both third subdivision yards, Oroville and Portola, plus the intermediate station at Keddie, play a significant role. We've already mentioned the first two but Oroville's not unimportant either.

Oroville manages to take some of the pressure off Stockton by servicing diesels as well as functioning as a limited switching and originating terminal. Coming out of the mouth of the canyon some of the BN trains drop off power here, W. P. units substituting for points beyond. Working back north one of the daily trio of BN schedules originates in town made up from general traffic plus loads dropped off by the other two.

With a couple of diesel servicing tracks, a turntable and an elderly roundhouse, Oroville proves to be a fairly bustling gateway to the chasm beyond. The roundhouse accommodates several private cars, late of Class I title and owned by those who can indulge their personal tastes in transportation. W. P. still retains several stalls for its own needs.

Like any other major railroad segment, the avenue called Feather River Canyon is cast in its own mold. Eastbound scheduling is concentrated in the early a.m. and at down when the hotshots like TOF are breaking out of the starting gate at Oroville, destined to be in Salt Lake City before midnight rolls around. Midday is siesta time, train operations normally following a relaxed pace till late afternoon when the high rollers come wandering in from Nevada's desert. Usually chiming in about this time are trains to and from the highline. If you go up the canyon to Keddie you'll undoubtedly discover the Westwood Turn, casually switching its way down from Portola then over the north line to Westwood and return, all during daylight hours.

While Western Pacific's west coast-Salt Lake City runs are predictably patterned, the tonnage routed via

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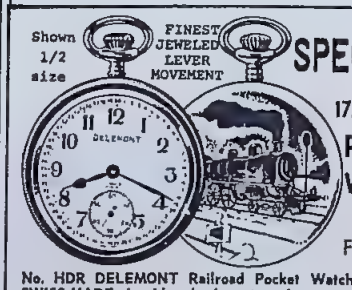

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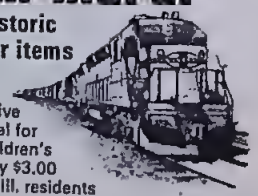

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BN tends to be more capricious. Other than numbers 137 and 138 that are timed trains for expedited handling, movements north of Keddie run more irregularly. On a recent day all three northbound runs were bunched, carded out of Keddie at 5:00, 5:15 and 5:30 p.m. It may not seem like much on an eastern scale but on single track, western train order territory that's some doings.

If colorful is an appropriate adjective used to describe the geographics of W. P.'s western diorama it's equally valid where motive power is concerned. The road's own roster is undergoing transition, from an assortment of the outmoded orange variants to the recent theme which has been tabbed "Perlman Green." Complementing the home bred colors is a regular kaleidoscope of Burlington Northern styles, boomers from any of the original entities that formed the merger along with samples of recent BN stylings in green with white striped noses. There's also pool power coming in off Union Pacific rails to embellish the brochure.

While W. P. is primarily an apostle of two-axle power, currently endorsed by orders for high horsepower GP's and U-Boats, the roadbed is good for six-axle trucks. Burlington North? ern power regularly runs to such types as does U. P. which hitches on SD-40's to run-through arrangements. For whatever factors influence diesel buying, W. P.'s bottom line decision is a contemporary vote for the four-wheel truck.

Out beyond Portola the arid desert miles ebb and flow for many strides to the eastern extreme in Utah. North of Bieber it's a BN dispatcher who issues the orders and W. P. doesn't choke off the Feather River from the rest of the operating scene. But for an image there's little doubt that Western Pacific is the railroading personification of geography.

Feather River Canyon — Western Pacific, a contemporary identity.

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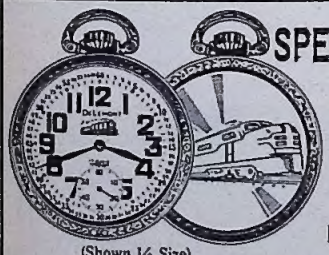

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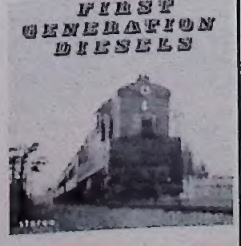

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DERAIL

(Editor's Note—Complicated night photography techniques, such as those that have appeared in past issues of RAIL CLASSICS, do not appeal to everyone, and when we received reader Kravitt's humorous third method of night photography, we felt it should be shared with our readers.)

1...

Film used was from a yellow box, laying in back window of car and loaded into camera in sunlight.

2...

Noticed locomotive inside building so parked car and wandered over to it, stopping to waste time by talking to hobo and getting a beer at a local pub, or whatever the locals called it. Was not too worried about light changing as it was dark out and night was young.

3...

Beer finished, I went and discovered photograph was possible of the diesel's side and one end, but built-in light metering system told me I needed not waste time taking picture.

4...

Had two more beers: one on my way back to the car and one on the way back to the locomotive which was still there when I returned as it was night and the railroad was not working.

5...

Set up wobbly tripod given to me by my second cousin after he broke it but legs are now taped up and work although I can't extend each of the legs evenly so I have to prop one of them up on something . . . I used a spike.

6...

Determined correct f-stop for camera by precisely calculating the time it had taken to drink the glass of beer which accounts for the quantity already consumed. Added walking time to figure.

7...

Set camera to bulb position. Or was it the T position? It was one of them. Not really sure as this was my first and only after-dark photograph.

8...

Not owning any filters other than a yellow one, I took it off as it was yellow enough already. Don't know where the headlight switch is but tried to find it to turn lights on dim, but only succeeding in killing the engine so I gave up.

9...

My little camera-mounted flash unit (it's built in), wouldn't operate for extra light along side and on wheels and still let me take the picture so I couldn't use it. Besides, I think I would have showed if I walked between the diesel and the wall shooting off flashbulbs. Didn't have any anyway as I don't know what size to buy and used the three that came with the camera a year ago.

10...

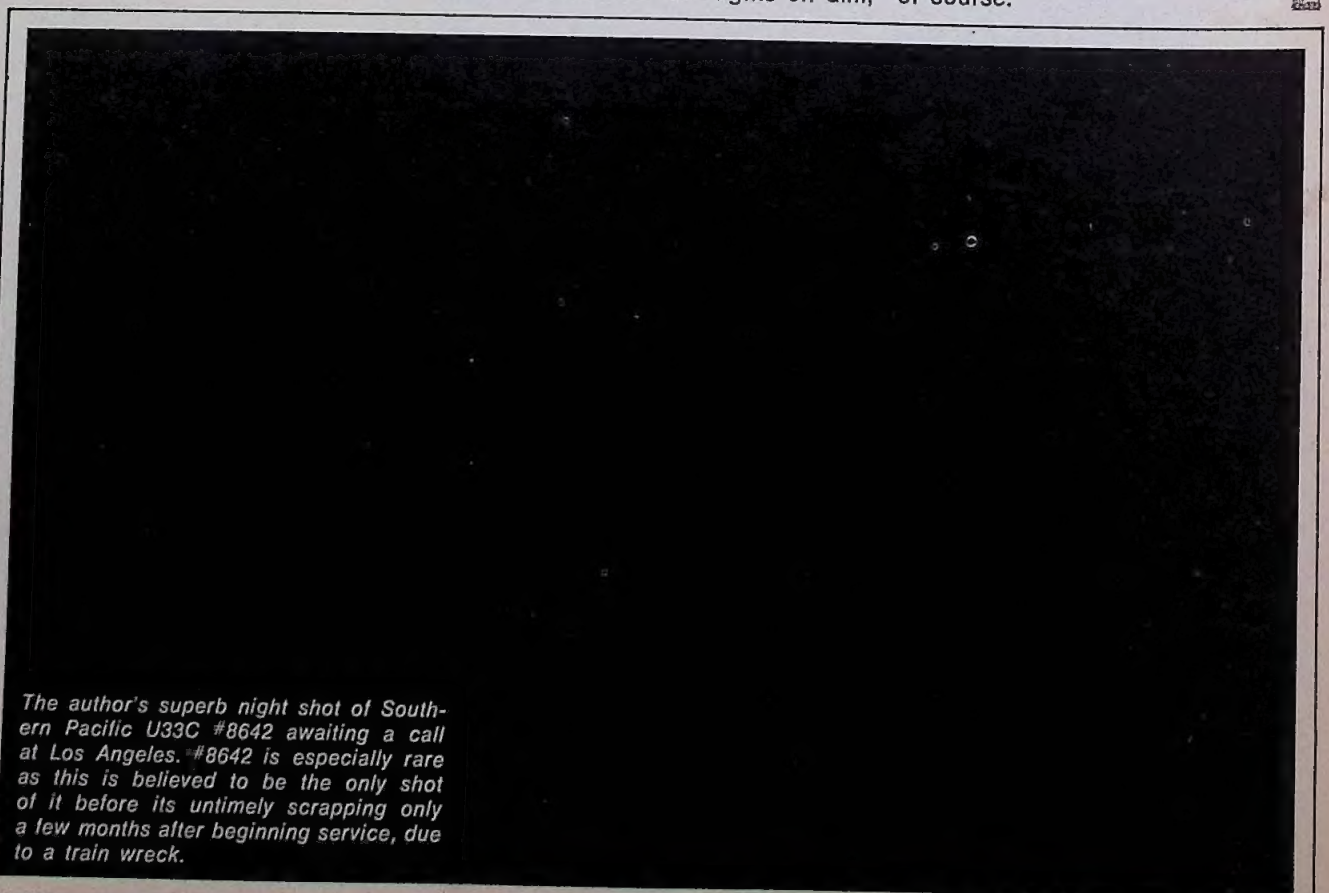
Opened shutter.

11...

Walked back to the pub and had two beers and walked back to camera.

12...

Closed shutter and put camera and tripod back into the car and drove off . . . after having another beer, of course.



The author's superb night shot of Southern Pacific U33C #8642 awaiting a call at Los Angeles. #8642 is especially rare as this is believed to be the only shot of it before its untimely scrapping only a few months after beginning service, due to a train wreck.

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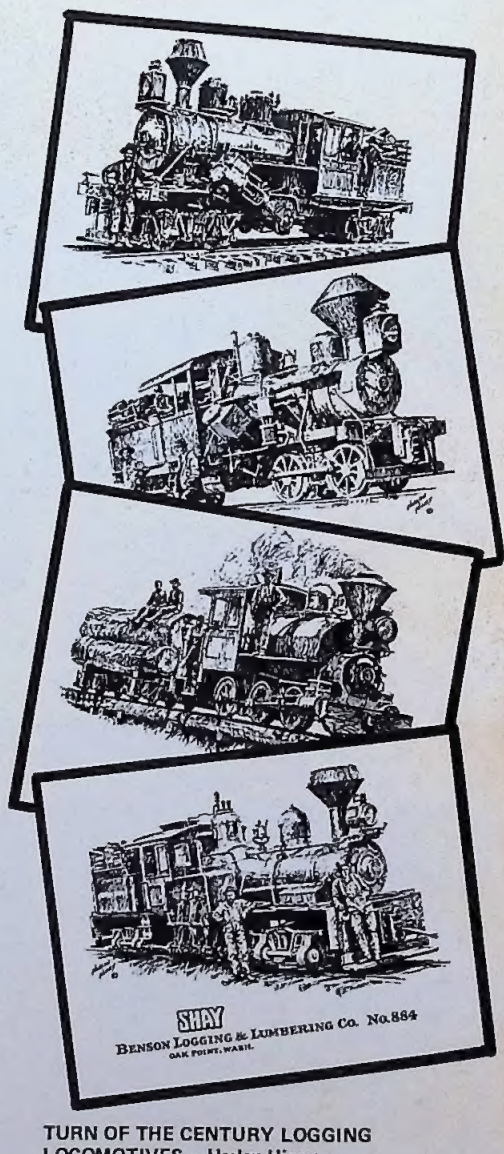

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